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Front cover: D^3 639-R761 at Inglewood during a rail tour to Korong Vale on Sat.7.7.90.

Opposite: On Sun.9.9.90, K153 ran a tour to Leongatha, without smoke deflectors. The train is seen here at Kardella on the return journey. (Both photos Bryce Leydon)

ARE Korong Vale Tour, Saturday 7 July 1990

GRANT PAYNE

On Saturday 7 July about 550 people turned out for a round tour to Korong Vale organised by the ARE and Steamrail tour committees. The down journey was made via Bacchus Marsh and Maryborough, and the return journey was made via Bridgewater and Bendigo. Our train left Spencer Street 13 minutes late at 07 23, and consisted of R707-R761-80BW-64AW-68BW-60BW-63BW-3ABE-7ABE-25BE-38BE-17BE-1BCE.

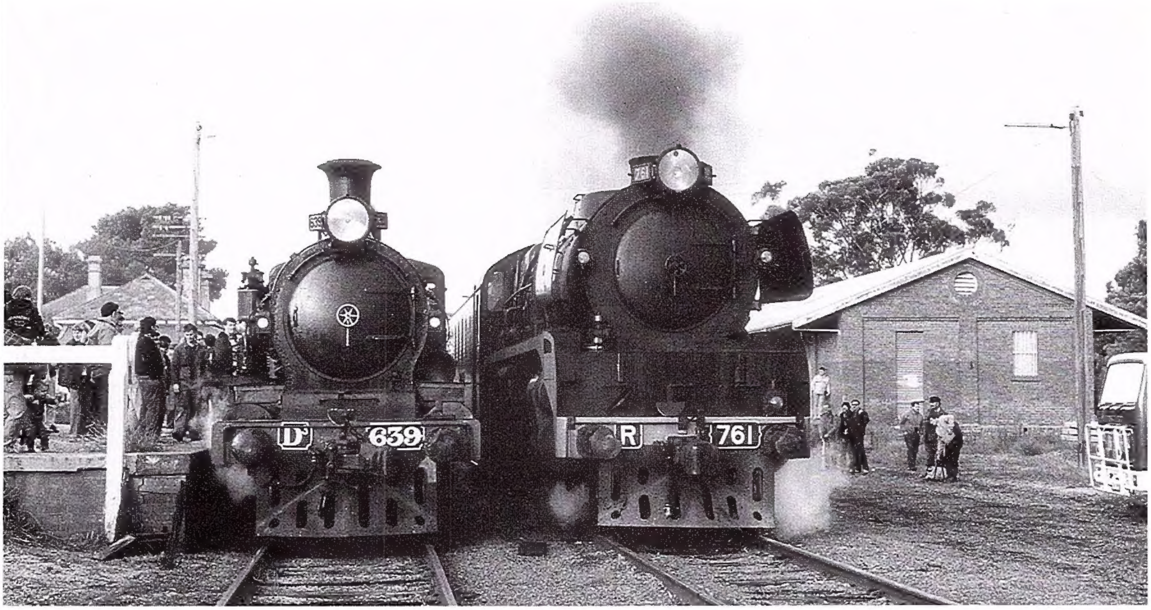
After having made pick up stops at Footscray (07 32) and Sunshine (07 40-2), we took the line to Ballarat, hoping to make up some lost time.

Four crosses were scheduled between Sunshine and Ballarat, and the first of these occurred at Rockbank where we came to a halt in No.2 road at 08 01 for the cross with 8116, the 07 30 up Bacchus Marsh pass. The pass. had arrived there before us, with P12 and SH26 making up the consist. Our late running resulted in the cross scheduled to take place at Melton being effected at Rockbank instead; thus we stood and waited for the arrival of 9148, a superfreighter from Adelaide. The goods came through, with X54-BL31-N471 hauling 30 container flats. We left Rockbank at 08 10, ran non-stop through Melton at 08 17 and stopped at Parwan Loop at 08 28. Here we crossed 8122, the 07 40 up Ballarat pass. We stood in the loop for 14 minutes, as the cross had been planned for Bacchus Marsh, but our late running had brought it forward to Parwan. The pass. eventually ran past, with N469-N452. We departed at 08 42, 21 minutes late.

After Bacchus Marsh (08 49), Bank Box Loop (09 08) and Ballan (09 24) we crossed N462 on 8130 up *Wimmera Limited,* at Bungaree Loop. When we passed Warrenheip at 09 52, we left the territory controlled by the automatic and track control safeworking system and entered double line block territory. Our train arrived at platform 2 at Ballarat at 10 01, now only six minutes late. 32ABU and 40ABU were attached to the rear of the train, D^{3}639 was substituted for R707 and then A73 weaved its way through the crowd with the morning down Dimboola pass. As well, R761 was watered. This complicated stop was completed almost within our allotted time, and we left with the capable D^{3}639 and R761 at 10 37, two minutes late. With the addition of the two ABUs, the train was now carrying over 600 people. From North Ballarat Junction (10 42) we were in automatic electric staff working territory. Sulky Loop greeted our arrival at 10 51, and after 'swapping the peg' we entered the next section, that to Tourello Loop, at 10 53. Although the lengthened loops have allowed for the running of longer grain trains, they have resulted in the closure of many stations, as evidenced by our passing of Creswick (now closed) at 11 06. We paused from 11 18 until 11 22 at Tourello Loop and then came to our first photostop for the day, at Clunes. As at Creswick, the station has been closed, but the platform and station building remain. After most had detrained, the train set back for a run past the station building. After a 26 minute stop, we bade farewell to Clunes at 11 56. Talbot, where we arrived at 12 14 and where we had yet another change in safeworking system, was our next stop. Changing to electric staff safeworking, we departed at 12 16 for the run to Maryborough. Arrival at the four way junction station was 34 minutes late, at 12 34.

Maryborough yard held three stabled trains. G532 was stabled on an up gypsum train from Cowangie, G513 and G539 were stabled on an up grain train and G535 and G536 were stabled on a down grain train.

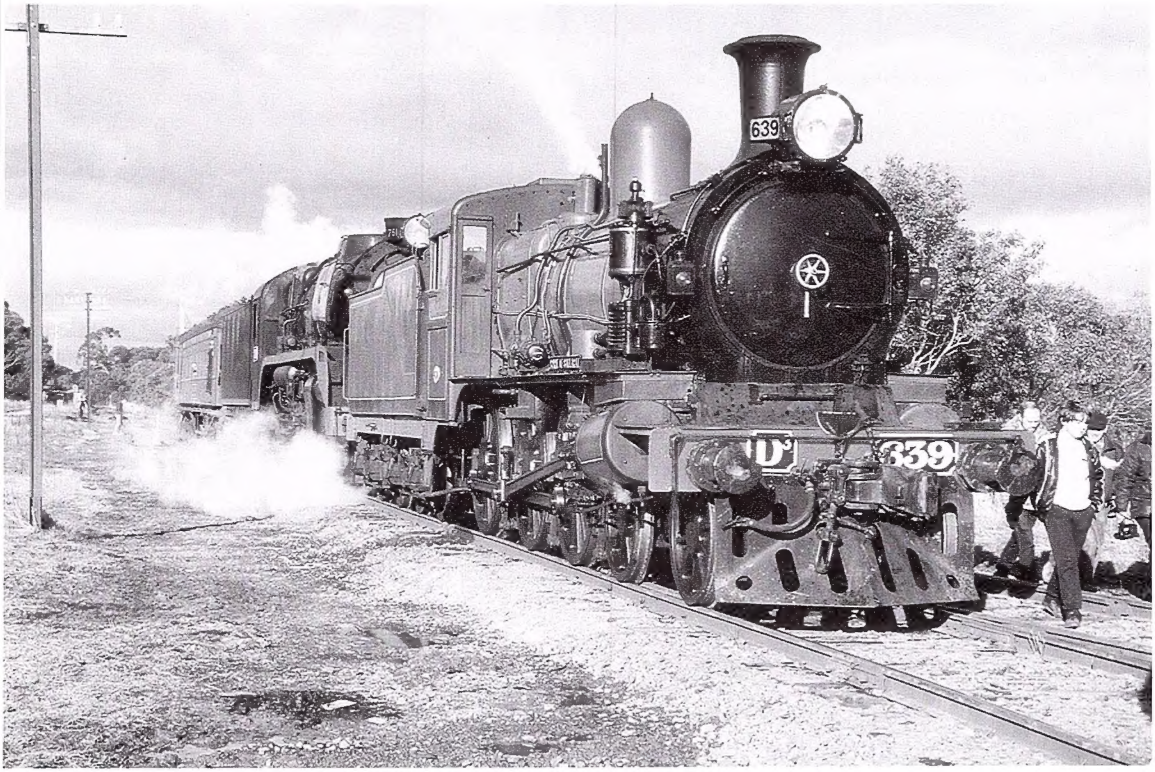
R707-R761 get underway after a stop at Rockbank during the Korong Vale tour. (Larry McGrath)

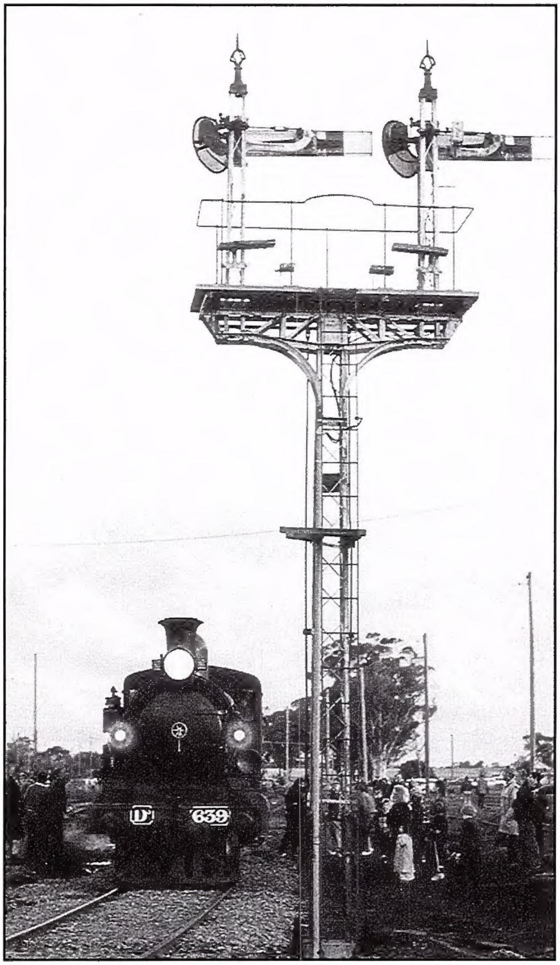


The G class has certainly made its presence felt in this area. Our steam locos were watered, and a walk forward photo run was held just past the junction points at the down end of the yard. The old loco shed, now occupied by Pivot Fertilisers, attracted quite a bit of interest from photographers waiting for the train to depart. After the photo run, we departed at 13 07, running 47 minutes late.

Above: $D^3$639 and R761 pose side-by-side at Inglewood. (Terry Dexter)

Below: $D^3$639-R761 soon after arrival at Inglewood. (Grant Payne)





Finally, in the late afternoon, the train arrives at Korong Vale. (Terry Dexter)

Two photostops were held en route to Dunolly, the first being held at the site of Simson, approximately 194 kilometres from Melbourne. The stop lasted from 13 13 till 13 28. The second of the stops was made three kilometres down the track at the site of Havelock. Our train arrived here at 13 34 and left at 13 46. Dunolly was our next stop, where we surrendered the electric staff and took a train order. After a six minute stop, we took the cross country line to Inglewood at 14 06, 51 minutes late. Two more photostops were held on the way to Inglewood, the first at the 220 kilometre post and the second at the 239 kilometre marker. At 15 27 we arrived at Inglewood. The sun finally made one of its rare appearances for the day and conditions for photography were much more enjoyable. R761 was detached from the train and T382 was coupled to the rear to assist in shunting operations at Korong Vale. The R set back beside the D^3 for the benefit of photographers, and the Steamrail headboards were removed from both locos (accompanied by a round of applause) for those who preferred the unspoilt view. With a loco at each end of the train, we departed Inglewood at 16 26. R761 went light engine to Bendigo to be prepared to assist the train back to Melbourne later in the day.

Unfortunately, the light was now fading and after passing through Kurting at 16 37 (95 minutes late) we omitted the photostop planned for Canefields Lane (233.5 km). The photostop at the site of Wedderburn Junction was held in dark gloomy conditions. We left there at 17 08, after a stop lasting 11 minutes. The site of Korong Vale showed how thoroughly V/Line gangs had removed the station and yard. On our arrival at 17 19 (99 minutes late), many fondly recalled the good old days when the Robinvale and Sea Lake DERMs used to operate from this once grand station. The 'yard' now consists of one set of points at the down end, the reason the T had to be utilised. The two ABUs had to be repositioned at the rear of the train because of their screw couplings, and so the shunting was a tad complicated. How strange it was that the up departure 'stick' for the northern platform road (now removed) was still lit, but had no track underneath it. The Way & Works building still stands at 'The Vale', and we hope it will stay there for a few years yet. Our train had now been re-assembled as: T382-D^{3}639-1BCE-17BE-38BE-25BE-7ABE-3ABE-63BW-60BW-68BW-64AW-80BW-40ABU-32ABU. We departed, bound for Bendigo, at 18 09, 109 minutes late.

A servicing stop was held at Inglewood for the D^3, and another train order was issued. Departure was 95 minutes late at 19 00. We now rolled along the line to Eaglehawk, which sees little use, as grain trains from the north are routed via Dunolly and Maryborough to the ports of Geelong and Portland. I did not note the time at which we passed through Bridgewater, but we stopped at the 'stick' at Eaglehawk at 19 52. Our late running meant that we had to wait for the down Swan Hill *Northerner* to clear the junction before we could proceed. N465 eventually roared past and we were able to move off again, passing the unmanned station at 20 05. North Bendigo Junction was passed at 20 13 and we came to a halt in the eastern platform at Bendigo at 20 22, 82 minutes late. The T was cut off, and the D^3 pulled the two ABUs from the consist; they returned to Ballarat via Maryborough later in the evening. K190 and R761 then took charge of our train. While all this was going on, N455 arrived with a down pass. The evening meal was served on the platform and was most enjoyable. We left a much rationalised Bendigo yard at 21 07, hoping for a fast run home to Melbourne.

The intermediate times were: Castlemaine 21 47, Taradale 22 10, Kyneton 22 26, Woodend 22 38, Macedon 22 44, Gisborne 22 47 and a stop 'in the middle of nowhere' from 22 51 till 22 56. Riddell's Creek was passed at 22 59 and then there was another unscheduled stop, of half a minute, at 23 02. Sunbury saw us arrive at 23 19, Diggers Rest at 23 23, Sydenham 23 31 and St Albans at 23 36. We stopped at Sunshine at 23 41 to set down some passengers, departing one minute later. A friend and I left the train at Footscray at 23 50, 142 minutes late. Fortunately for us, we managed to catch the last 'spark'. However, some other travellers were not so lucky.

Although the trip was long, it had been very enjoyable. Thanks must go to the joint Steamrail-ARE organising committee, to Steamrail for the use of their locos and rollingstock, to 707 Operations for the use of R707 and to all others concerned with the running of the excursion.

Foreign Metals in 1990

JULIAN INSALL

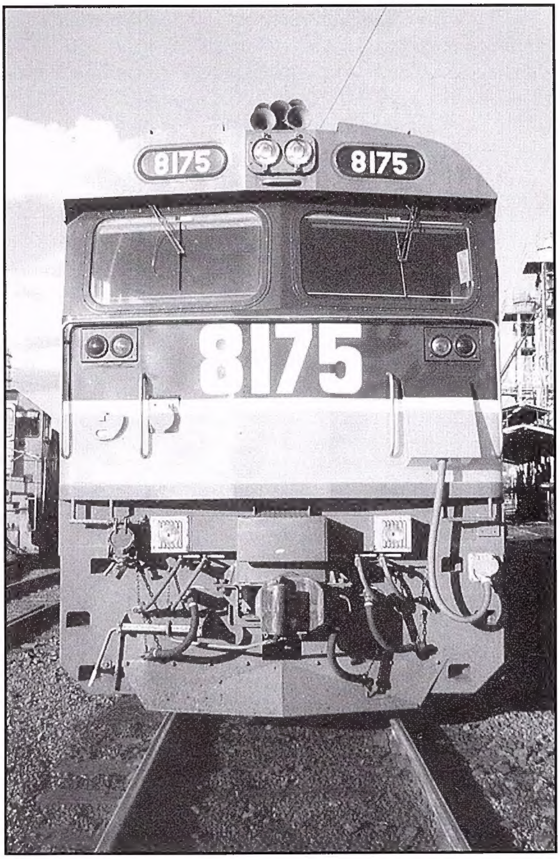
Over the last few years V/Line has allowed AN 930, 700 and BL class engines to work into Victoria, while on the standard gauge line SRANSW 81, 421, 422 and 442 class engines were permitted to run. Today, greater power is required on all main interstate routes. On the Western line to Adelaide, AN BL and 700 class locos and some of the remaining 930s work into Victoria. On the standard gauge only the 81 class locos work from Albury to Melbourne. Faster and longer freight and passenger trains require engines which are capable of pulling their loads.

AUSTRALIAN NATIONAL

In 1983 AN and V/Line started to work 930s on freight services to Melbourne, and as second units on the *Overland*. In 1990, as AN is introducing new power and withdrawing older types of engines only five of the 930s permitted to run through to Melbourne remain. These are 931, 934, 938, 939 and 963.

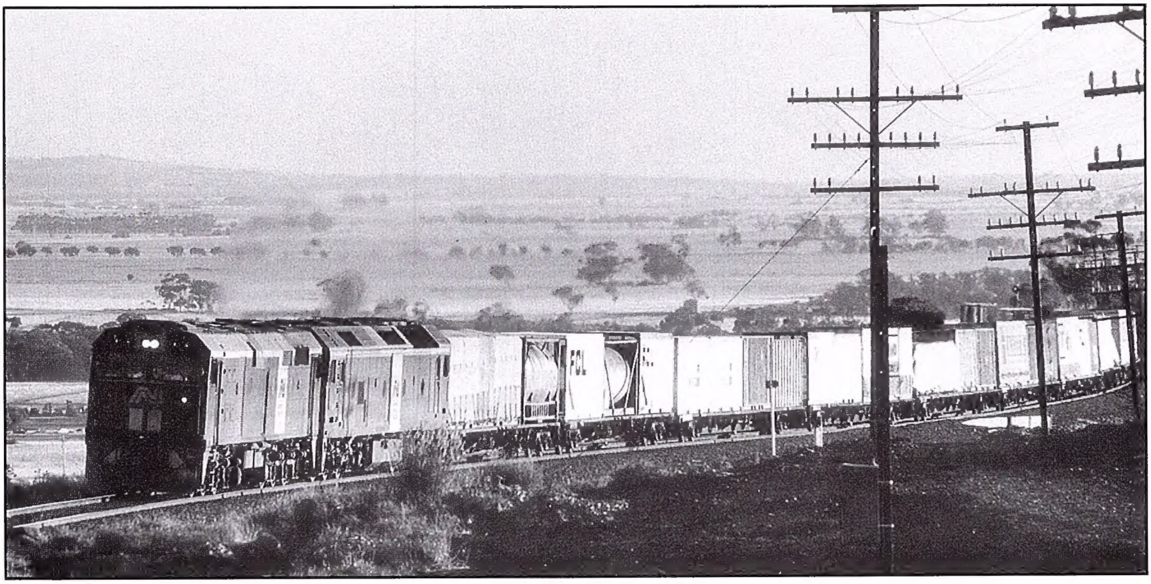
With the introduction of the DL and EL class engines on the standard gauge in South Australia, the use of some of the BL class engines was no longer required. BL27, BL33 and BL34 were placed on the broad gauge and began working freight trains into Victoria, joining BL26, BL31, BL32 and BL35 and increasing the number of broad gauge BLs to seven. By August 1990 all seven BL class locos were permitted to run as leading units.

In addition to the BL class units transferred to the broad gauge, the 700 class locos were not required on the standard gauge either. The first 700 class loco was returned to the broad gauge in 1987. They were introduced to the Melbourne line also, and are still included in the through running pool.



Above: One of the SRA 81 class in the new blue and yellow livery. (Paul Moore)

Below: Alco 705-BL34 work steadily up Ingliston Bank with a west bound superfreighter at 20 05 on Fri. 12.1.90. (Graham Withers)



Thus, AN have 18 units permitted to run through to Melbourne. They are BL26, BL27, BL31-5, 701-6, 931, 934, 938, 939 and 963.

V/Line has a greater number of engines which are equipped to run to Adelaide: all N class locos (N451-75), all third series X class locos (X45-54), all remaining S class locos (S300-2/6/7/10-3/7), all broad gauge C class locos (C501-3/6-10) and most broad gauge G class locos (G511-5 and G527-43).

SRANSW

During the 1980s four classes of SRA engines worked beyond Albury to Melbourne on the Victorian standard gauge line. The 422 class locos commenced running towards the end of 1981. The 421 class locos ran for a short time in 1983 and the 442 class locos between 1984 and 1986, whilst the latest SRA power, the 81 class locos, started coming in 1986.

Towards the end of 1980 42214 became the first SRANSW diesel engine to work beyond Wodonga and into Melbourne. After that, 422s became a common sight on the standard gauge line. All 20 members of the class received approval to work into Victoria, doing so between 1981 and 1990.

To assist the 422 class locos, the 421 class locos became the second type of SRA engine to work through into Victoria. Their stay was short lived; they were black banned during the middle of 1983 and through running ceased.

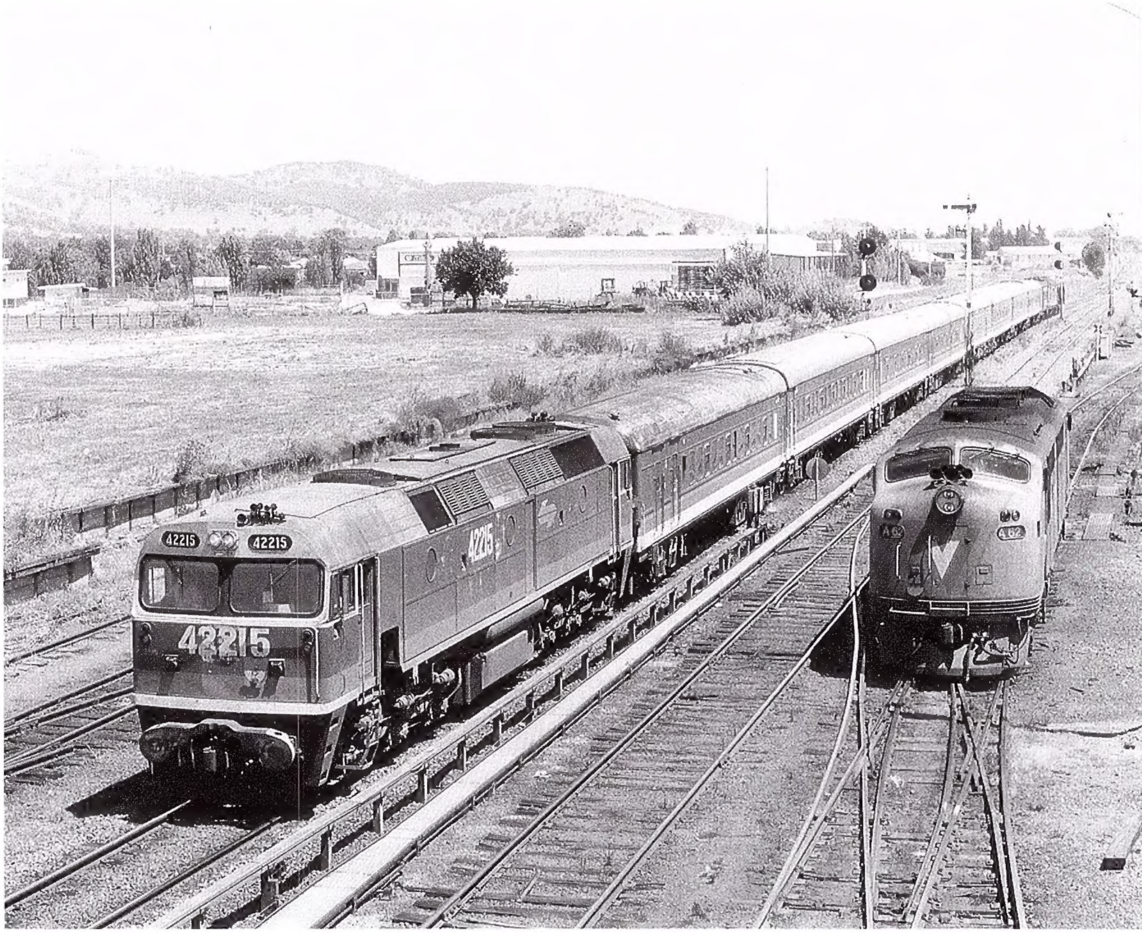
The third type of SRA loco to run through was the 442 class loco. Eight engines (44223-30) were approved for through running, which commenced in 1984 and lasted about three years. With the introduction of the 81 class locos the 442s were withdrawn from the through running pool.

The fourth class of SRA engine to run through into Victoria is the 81 class. The first 81 to come to Melbourne, 8163, was hauled to Melbourne for inspection in April 1986, and a total of 15 units was subsequently approved for through running (8166-80).

Currently, the only SRA engines permitted to run on the Victorian standard gauge line are the 81s, as the 422s ceased running through in February 1990. 8166-80 run all standard gauge freight and passenger services along with V/Line locos G516/7/9-26 and C504/5, with X37 and T411 working to Albury only.

I hope this short article has summed up the through running of SRA, AN and V/Line units between Adelaide, Melbourne and Sydney in 1990.

42215 runs through Wodonga on the down *Intercapital Daylight* as A62 retires to the 'Loco' after running the 08 10 pass. to Albury. (Gavin McLaughlan)



The VFT Part 4 – Some Technical Matters

W A DOUBLEDAY

To many railway enthusiasts, the technical aspects of the Very Fast Train Project are probably the most interesting. This article reviews some of these as presented in the pre-conference papers of the Institute of Engineers' Canberra conference held during March 1990. The technical specifications and their implementation will be a prime controlling element in the overall cost of the project, both during construction and its life.

Dr A J Nicholson, the Technical Manager of the VFT Joint Venture Project, in his paper 'Rolling Stock and Associated Sytems' described how the proposed rollingstock had been conceived. The expected passenger market will determine the number and makeup of the train sets. The Joint Venturers envisage 34 trainsets plus 18 freight cars being necessary to run the service. The three hour journey time and the adopted route and its gradient dictate the required power/weight ratio of the trains.

Principal train characteristics proposed are:

* Overall mass – 400 t
* Passengers – 400
* Traction power – 8 800 kW
* Balancing speed – 380 km/h
* Overall length – 200 m
* Two power cars, and six intermediate cars
* Voltage – 1500V DC in suburban areas, 25 or 50 kV AC on the high speed sections.

Conceptual specifications for the power cars are:

* Mass – 80 t
* Length – 20 m
* Width – 3.2 m
* Height – 4.4 m
* Bogie centres – 12 m
* Wheel base – 3 m
* Wheel diameter – 1000 mm
* Power – 4 400 kW
* Starting tractive effort – 325 kN
* Max. axle load – 20 t
* Max. unsprung mass – 1.6 t
* Wheel arrangement of power cars – Bo-Bo
* Motors – each 1 100 kW (continuous), AC asynchronous.

For the passenger cars:

* Mass – 40 t
* Length – 26.2 m
* Width – 3.2 m
* Height – 4.1 m
* Bogie centres – 18.5 m
* Wheel base – 2.5 m
* Wheel diameter – 920 mm.

While the design of the trains would draw on overseas experience (the cars might possibly be built under licence in Australia); the car body would be larger than on existing high speed trains. The adoption of the largest loading gauge possible maximises passenger comfort, increases the ability to handle freight and enhances noise control.

Motors would be mounted in the car bodies of the locomotives, in order to minimise track forces and impact loadings. Power to the axles would be transmitted by a primary gear box (car mounted), then via a cardan shaft to a second gear box mounted on the bogie frame and finally to the wheels using a hollow quill drive, which is concentric with the axle. Studies are underway to determine whether the dynamic forces generated by this arrangement will be acceptable on ballasted track.

The primary traction power system on each car is likely to consist of two variable voltage, variable frequency inverters (VVVF). These would provide power to each bogie. Another inverter would provide power for train auxiliaries. Thyristors would be used to control the power to each bogie via the VVVF.

Operating speeds will be determined by the effectiveness of the current collection, the ability to provide the power needed by bogies within car body and axle load limitations and the success of the braking systems.

The paper discussed several braking systems that could be used. These are the linear eddy current brake, electro-mechanical disc brakes, regenerative and rheostatic braking. A final decision on the various types and mixture has yet to be made. Each has its advantages and disadvantages and particular aspects of use.

The problem of braking is appearing to be the one limiting factor in increasing train speeds.

In regard to signalling and communications, no decision on the technology to be adopted has yet been made. Advances in signalling and control technologies are being made continually. One system under examination is that of ATCS (Advanced Train Control System) being installed by AN on the Trans Australia line. This system uses an optical fibre cable, and radio transponders mounted on the locomotives and along the track.

In the area of power supplies, a decision on whether to opt for 25 kV or 50 kV in the high speed section has yet to be made as well. The use of 50 kV would be a world first for high speed railways. This could present risks, for it requires development of new electrical equipment able to withstand the higher voltage. The higher voltage reduces the transmission cost, however.

An area of technical and environmental concern is the one of noise. The use of a wide bodied car allows for improved streamlining, particularly around the bogies. This would reduce aerodynamic drag and noise emissions. At high speeds, the noise generated by the aerodynamic effects is the dominant feature.

One aspect that has received little discussion is the issue of operational safety. In a paper prepared by the Institute of Engineers' Committees on Railway Transport and Environmental Engineering, the federal government was called upon to establish an independent safety monitoring system. This would be similar to that used by the Federal Railroad Administration in the USA. Some of the areas to be covered would be track, rollingstock, signalling and power and control systems.

The permanent way and route engineering aspects were covered in a paper prepared by the VFT's Project Manager, Mr Wain Lawrence.

In high speed operation of trains, the dynamic forces imposed upon the track even with very good vehicle suspensions are high. While curves for such lines have very large radii, the gradients used can be steeper than those found on normal railway main lines, because of greater momentum.

The alignment to be defined will not necessarily be the one to minimise earthworks and thereby costs, but the alignment that minimises the negative impacts of the total development, i.e., those of the natural and built environments. The cost of the line forms the largest proportion of the total project cost.

The track stucture at present envisaged is similar to that of present railway practice. Basic specifications are:

* Rail — 60 kg/m continuously welded
* Fastening — elastic clips
* Sleepers — prestressed concrete, at 600 mm centres, with a mass of 265 kg, fitted with highly resilient pads
* Ballast — crushed stone, with a minimum of 350 mm below the sleeper.

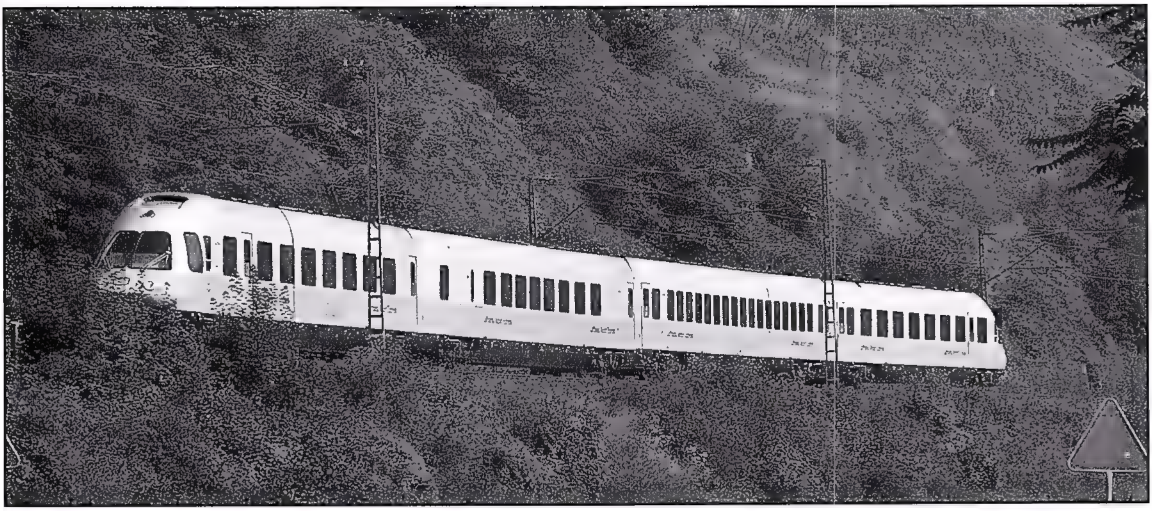
This track structure is similar to that used overseas. The question remains however: will it withstand a high rate of usage? The various studies now being undertaken will assist in determining this. The dynamic forces experienced by the track structure are directly related to the square of the velocity of the train. Even with minimisation of the impact forces by good bogie design, the track ballast is still subject to high forces. These can result in settlement and thus changes to the alignment. The more the track is out of alignment, either vertically, horizontally or both, the higher the impact forces. Tight maintenance tolerances on the overall track geometry will thus be needed.

If these tolerances cannot be maintained under traffic, continuous lifting and lining will be needed. The outcome of this aspect will reflect in the maintenance cost, track availability and thereby the viability of the railway.

Extensive testing of ballast, using samples from various quarries along the route is being undertaken. These results show a near linear relationship between the applied load and settlement.

In designing for the actual alignment, a minimum curve of radius of 7000 m with a cant of 180 mm to maintain passenger comfort is envisaged. While these impose severe limitations on the designer's ability to avoid existing restraints or natural features, the allowable ruling gradients of up to 3.5% or 1 in 28.5 gives some flexibility in minimising cutting depth and avoid-

The new generation of Japanese bullet trains are relatively slow in comparison with the TGV and the proposed VFT, being limited to 250 km/h. Amati, Wed.16.5.90. (Frank Cross)



Very fast trains are seen more as competition to airlines rather than convential railways. This fast German train is operated by Lufthansa over DB metals. (Frank Cross)

ing tunnelling. Short sections with a 5% gradient (1 in 20) are possible, because of the train's very high kinetic energy.

The width of right of way needed is envisaged to be 40 m except in deep cuttings or embankments where additional land will be required. This compares with a typical line in Victoria, which has a width of about 30 m. Track centres in the low speed sections could be as close as 3.8 m, but on the high speed sections will need to be 5.2 m apart to avoid the generation of excessive air pressure pulses, which occur between passing trains.

Bridges and tunnels will form a major cost of the civil engineering works. Preliminary studies indicated over 300 major and minor structures will be needed. Some 11 km of tunnels may be needed, primarily in the inner urban areas. In the high speed sections, tunnels will be avoided if possible. This is because the increased drag imposed on trains, the pressure waves produced within the tunnels and the resultant adverse impact upon passenger comfort. Larger than normal tunnel cross sections will be necessary to overcome this problem, along with sealing of the carriages.

The work needed to define the most favorable corridor for both of the possible routes is very extensive. A fine alignment definition at this early stage, will result in a good prediction of final cost. In many places the optimum corridor is very narrow because of the natural or man made circumstances. These must take into account numerous factors, many more than early railway designers had to allow for.

Some of these factors are:

* environmental features — flora, fauna, heritage, aboriginal and present land use
* topographical features and unsuitable geological areas
* flood prone areas
* bridge sites
* station sites
* present underground services, road crossings, and housing.

COMMENTS

The choice of the route taken and then its actual location will no doubt be subject to criticism at virtually every point. If the project is to be at all feasible, this will no doubt be the most difficult component of the project to sell.

The extensive technical studies now being done, even if the project does not go ahead, will be of a benefit to the railway industry. It will allow a better understanding to be had of track structures, and of their relationship to the dynamic forces imparted by a train.

Carriage and bogie design will be the most important element in the terms of passenger comfort and market acceptance. Past Australian results in this area have tended to be very poor when compared with overseas practice. This is possibly because of poor or cheap designs, the need to take into account inadequate track structure or just the low standards of track maintenance. If the designs adopted are not suitable for the proposed operational speeds, then the main marketing point of the train will be lost.

The design criteria reached during the feasibility stage will be used to cost the project. Any underdesign and under specification will be expensive in respect to the life of the project, while overdesign will be expensive in respect to the construction phase. With the project losing time in regard to implementation, the design criteria now being drawn up could well be applied to the rollingstock and track without a lot of further work being done.

Technically, the project is of limited interest to most people. It will be the route chosen, the impacts, the costs and the process of implementation that will be of interest to the general public and not just the railway enthusiast.

Reference:

National Conference on the VFT Project, Canberra 21-22 March 1990, Reprints of Papers, Institute of Engineers' Australia.

Interstate Express Trains

JULIAN INSALL

This article explores the maintaining and running of trains which operate between Melbourne and Adelaide and Melbourne and Sydney, the *Overland,* the *Intercapital Daylight,* the *Sydney Express* and the *Melbourne Express.*

Part 1: THE *OVERLAND*

The Melbourne-Adelaide train began running in 1887. This service is today known as the *Overland.* The journey from Melbourne to Adelaide takes 12½ hours (depart 21 00 EST, arrive 09 05 CST). The eastbound journey takes slightly longer (depart 18 30 CST, arrive 07 45 EST). Diesel took over from steam on the *Overland* in 1952, slashing its schedule, partly by saving time not having to take water. In today's era of advanced technology two N class engines haul the train to and from Adelaide. There were times when the motive power was 2xS, 2xX or one S and one X. In 1984 the combination became one X and one AN 930 class loco. Through running of N class locos began in August 1988. Using two Ns gives a saving, by not having to use a power van, and not having to have an electrician on the train in Victoria.

Carriages used on the *Overland* are twinette and roomette sleeping cars, first and economy class sitting cars, a club car, a luggage van and motorail vehicles. A typical consist is AMBP-2xsleepers-club car- 2xsleepers-AJ-BJ-RBJ-BJ-CO-2xN class locos, a total of 11 carriages. School holidays often see 16 cars running in the *Overland* consist in both directions, but still with only two Ns as motive power. The patrons in the first class sitting carriages have a certain privilege which patrons in other cars do not: eight television sets are placed in each AJ carriage for use at night. There is also a stereo radio facility, on which several types of music can be heard. Other proposed improvements to the *Overland* include the provision of video and a television set in the club car.

In 1990 the *Overland's* schedule was revamped to suit the needs of AN's Keswick passenger terminal, which was losing money by opening earlier and closing later than it does at present. The new times are a daily 18 30 Adelaide departure and 07 45 Melbourne arrival (the earliest ever), while the westbound 8141 departs Spencer Street at 21 00 and arrives at Keswick terminal at 09 05.

Part 2: THE *SYDNEY EXPRESS* AND *MELBOURNE EXPRESS*

These trains commenced running on 3 September 1986 when they replaced the *Spirit of Progress* and the *Southern Aurora.*

The *Southern Aurora* had been running since 1962 and the *Spirit of Progress* since 1937. The *Spirit* had run on broad gauge, but when the standard gauge reached Melbourne in 1962 it was connected to the NSWGR standard gauge. Previously, it had been 'All change' at Albury, but now the *Spirit of Progress* ran through to Sydney. The *Southern Aurora* commenced running on the standard gauge shortly after the completion of the VR standard gauge line to Melbourne in 1962. It was an all sleeping carriage train, whereas the *Spirit of Progress*

N452-N457 work the up *Overland* through Parwan at 07 58 on Sat.3.9.88. (Graham Withers)

8180 leaves Melbourne on the *Sydney Express* at 20 04 on Fri.30.1.87. (Gavan McLaughlan)

consisted mainly of sitting cars, with the last car being a sleeper. The *Southern Aurora* was allowed to run with 16 cars, including motorail wagons, and the *Spirit* was allowed to run with 15 vehicles. At holiday times, both trains were usually full.

In 1986, the final night on which the two trains ran was that of Sat.2.9-Sun.3.9. The last down *Spirit of Progress* consisted of S301 and eight cars, while the last down *Southern Aurora* consisted of 8170 and 13 cars. After the passage of the last two northbound trains, a goods train was derailed at Albury, blocking the line from Sydney to Melbourne. The southbound *Southern Aurora* departed Albury at 07 10 with G516, while the last up *Spirit of Progress* left late at 08 30 with S301. This was no doubt a sad day for V/Line, as it was losing two well known interstate trains, but it gained two new trains, the *Sydney Express* and the *Melbourne Express*. These trains consisted of mixtures of ex-*Southern Aurora* and ex-*Spirit of Progress* sleeping and sitting cars, and were permitted to run with 17 vehicles.

During holiday times these two trains had relief portions. The relief would leave Melbourne at 21 35, and arrive in Sydney at 10 30 and the relief *Melbourne Express* would leave Sydney at 20 30, arriving at Spencer Street at 09 35.

Motive power for the *Sydney Express* and *Melbourne Express* is one 81 or one G between Melbourne and Albury, with an additional engine between Albury and Sydney. The motive power for the relief trains was the same, except that a 422 may be used in New South Wales, 422s not being permitted to work the regular expresses.

A consist for the regular *Sydney Express* can be as follows: loco-MHN-VFS-VFK-VRS-VFX-VBK-NAM-LAN-NAM-LAN-RMS-BCS-DAM-LAM-NAM-PHN-MBY.

At holiday times the *Sydney Express* was an all-sleeper train with a consist of 14 vehicles, while the relief express consist was: loco-VHN or MHN-VFR-VFK-VFK-VFK-VRS-VFX-VBK-VBK-PHN.

In February 1990, as part of SRANSW plans to cut rail services, the *Sydney Express* and *Melbourne Express* suffered a great deal. They lost the motorail wagon and the V/Line sitting cars and almost lost the dining car which to the relief of many, was retained. The V/Line carriages were replaced by BHA economy class cars and SDS first class sitting cars. The NAM twinette type sleepers were replaced by SRANSW FAM sleepers. As part of the cuts, the relief expresses were also withdrawn from the timetable.

Part 3: THE *INTERCAPITAL DAYLIGHT*

This standard gauge service began in 1962. The train usually consists of seven to nine vehicles, but at holiday times can be double headed out of Melbourne with 11 or 12 vehicles.

A typical consist for this train is: loco-HFZ-VFK-VFK-ABS or RS-BDS-SDS-SDS-PHN or PHS.

Motive power on this train was usually a 422, but a G or an 81 could be seen, during 1987. During 1986, 442s were often used also, as well as S301 or X41. This train is permitted to travel at 115 km/h, but when hauled by an 81 or a G it is restricted to 100 km/h. The train runs non-stop from Sunshine to Albury, which enables it frequently to arrive about 10 or 20 minutes early at Albury. On one occasion when G517 ran at 115 km/h, arrival at Albury was at 11 57.

At holiday times, the train was often double headed out of Melbourne by two 422s. On other occasions a holiday period train would have one loco to Albury, but a second unit north thereof.

The *Intercapital Daylight* had a scheduled journey time to Sydney of 12 hours 45 minutes; that of the *Sydney Express* was 12 hours 55 minutes. The *Sydney Express* was faster than the *Intercapital Daylight* between Albury and Sydney, but slower than the *Intercapital Daylight* between Melbourne and Albury.

In June 1990 the *Intercapital Daylight* was retimed, being given a faster schedule in the down direction in

NSW. It now departs Melbourne at 07 35 (to retain the connection with the *Overland* from Adelaide) and reaches Sydney at 20 00, giving it a 12 hour 25 minute journey time, but with a slower four hour schedule in Victoria. A log of a journey made with 42202 from Albury to Melbourne in March 1989 revealed that a journey time of three hours is possible (*Newsrail,* May 1989). Along with the February 1990 cuts, the 422s were taken off the Albury-Melbourne section because they were not fitted with airconditioning units.

In the future it is most likely that the *Sydney Express, Melbourne Express* and *Intercapital Daylight* will be replaced by XPTs or possibly even HPTs. The *Overland* would presumably become a standard gauge train should the Melbourne-Adelaide line be converted to standard gauge.

SCHEDULE OF SERVICES

8141: The *Overland* daily

Spencer Street	dep.	21 00
Ballarat		22 56-23 02
Ararat		00 03-00 05
Stawell		00 31
Murtoa		01 06
Horsham		01 27-01 30
Dimboola		02 10-02 15
Nhill		02 42
Kaniva		03 08
Wolseley EST	arr.	03 50
Wolseley CST	dep.	03 25
Bordertown		03 47
Keith		04 31
Tintinara		05 08
Coonalpyn		05 30
Tailem Bend		06 14-06 24
Murray Bridge		06 53
Adelaide	arr.	09 05

8120: The *Overland* daily

Adelaide	dep.	18 30
Murray Bridge		20 47-20 50
Tailem Bend		21 11-21 19
Coonalpyn		22 00
Tintinara		22 15
Keith		22 52
Bordertown		23 36
Wolseley CST	arr.	00 15
Wolseley EST	dep.	00 55
Kaniva		01 26
Nhill		01 52
Dimboola		02 29-02 33
Horsham		02 56-02 58
Murtoa		03 20
Stawell		03 58
Ararat		04 25-04 30
Ballarat		05 40-05 45
Sunshine		07 15-07 22
Spencer Street	arr.	07 45

8661: *Intercapital Daylight* Monday-Saturday

Spencer Street	dep.	07 35
Albury		11 35-11 40
Henty		12 20
Wagga Wagga		12 57-12 58
Junee		13 24-13 28
Cootamundra		14 15-14 16
Harden		14 52-14 53
Yass Junction		15 47-15 48
Goulburn		17 03-17 05
Moss Vale		17 57
Campbelltown		19 04
Sydney	arr.	20 00

8616: *Melbourne Express* daily

Sydney	dep.	20 00
Campbelltown		20 49
Moss Vale		22 02-22 05
Goulburn		23 01-23 11
Yass Junction		00 24-00 27
Harden		01 22-01 25
Cootamundra		02 01-02 04
Junee		02 48-02 58
Wagga Wagga		03 24-03 27
Henty		04 03
Culcairn		04 16
Albury		04 50-05 00
Wangaratta		05 52
Benalla		06 23
Spencer Street	arr.	08 55

8625: *Sydney Express* daily

Spencer Street	dep.	20 00
Benalla		22 25
Wangaratta		22 54
Albury		23 59-00 10
Culcairn		00 39
Henty		00 50
Wagga Wagga		01 30-01 32
Junee		01 59-02 09
Cootamundra		02 56-02 59
Harden		03 35-03 37
Yass Junction		04 31-04 33
Goulburn		05 49-05 56
Moss Vale		06 48-06 50
Campbelltown		07 59
Sydney	arr.	08 55

8652: *Intercapital Daylight* Monday-Saturday

Sydney	dep.	07 45
Campbelltown		08 36
Moss Vale		09 56
Goulburn		10 51-10 53
Yass Junction		12 10-12 11
Harden		13 11-13 12
Cootamundra		13 52-13 53
Junee		14 40-14 44
Wagga Wagga		15 10-15 11
Henty		15 47
Albury		16 30-16 40
Spencer Street	arr.	20 20

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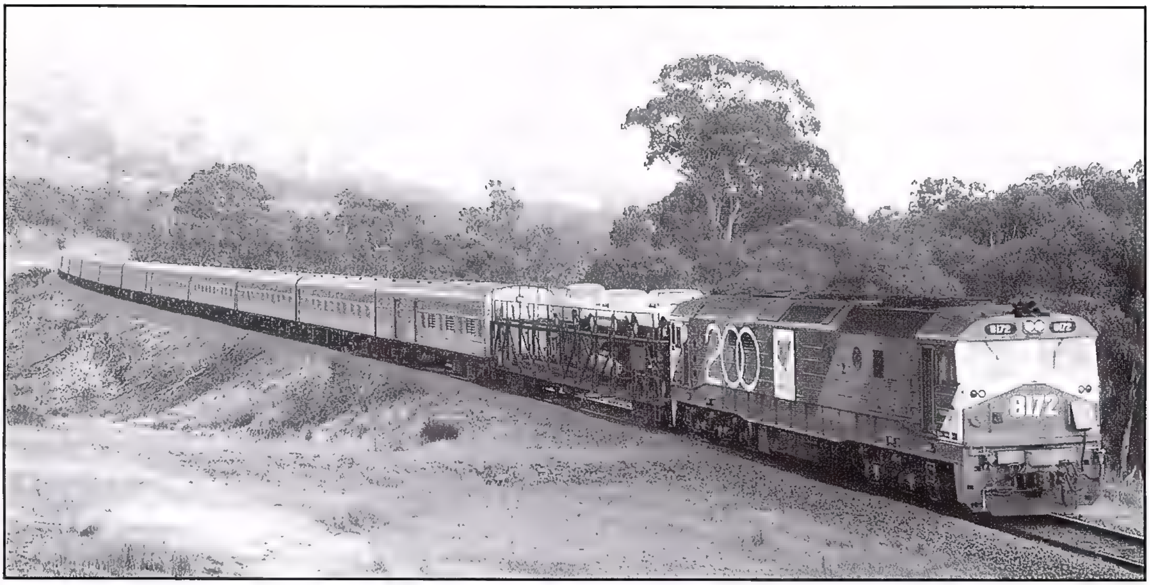
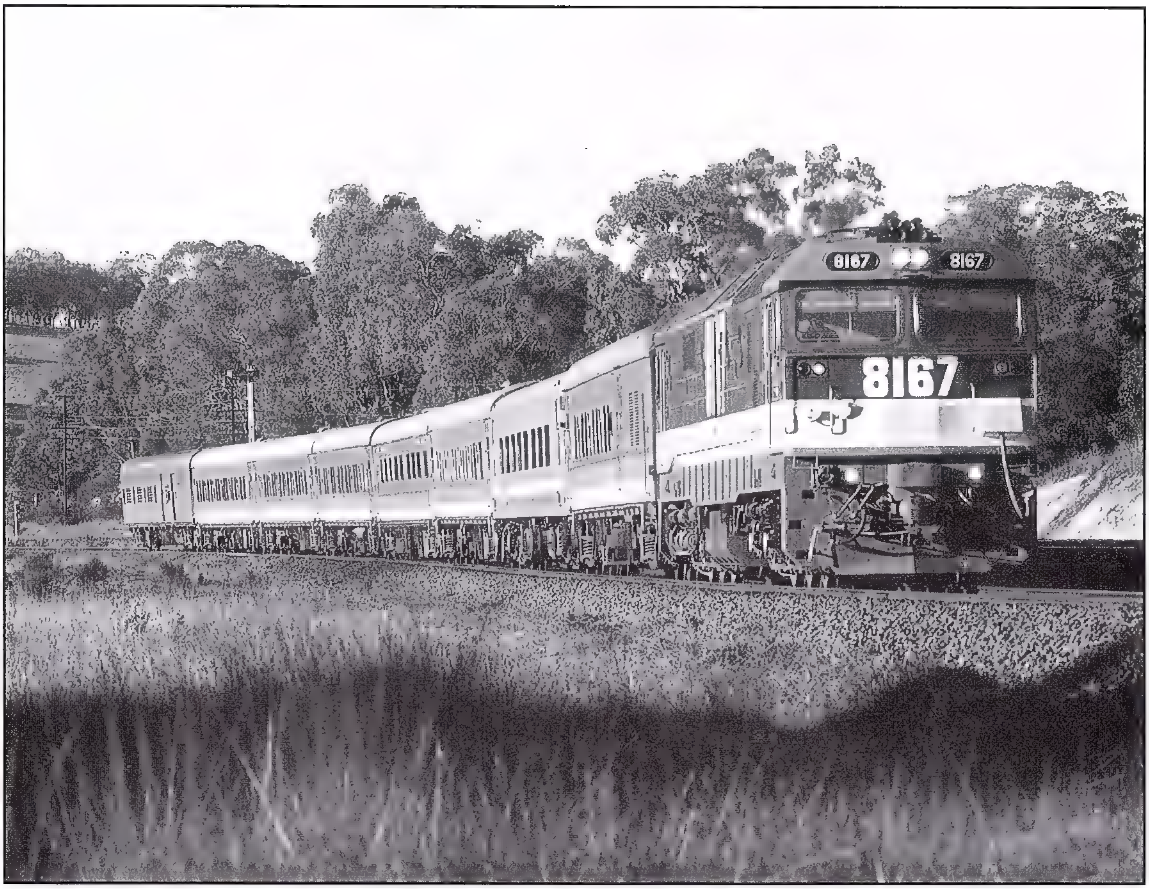


SYDNEY EXPRESSES

Above: 8172 winds through the foothills near Kilmore East with the *Melbourne Express* on Sat.21.10.89. (John Dare)

Below: 8167 brings the down *Intercapital Daylight* through Kilmore East, 08 51 on Thurs.26.7.90. (Gavan McLaughlan)

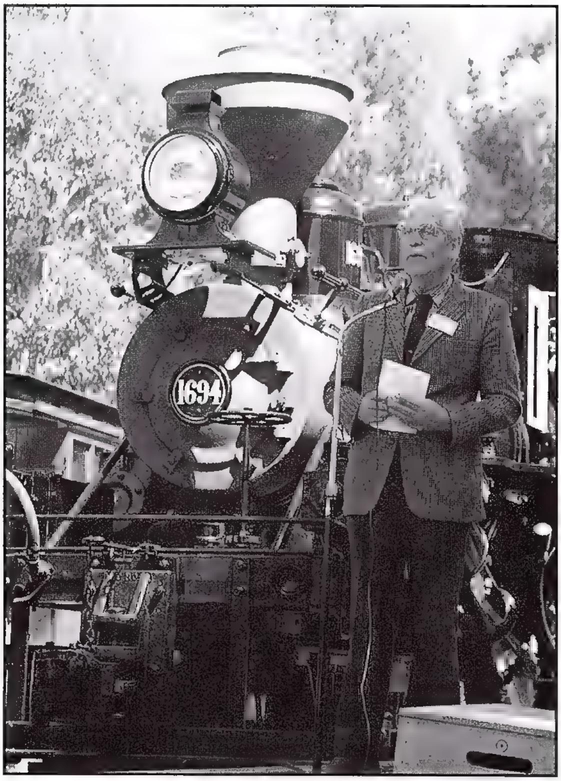


Climax Gala Day

RODERICK B SMITH

On Saturday 12 November 1988 the Puffing Billy Preservation Society organised a gala day to celebrate the official return to service of its class B Climax, builder's number 1694 of 1928, formerly used on the Forest Commission's Tyers Valley tramway. The day was planned along the lines of the 25th anniversary celebrations held on Saturday 25 July 1987 (see *Newsrail,* Dec. 87, p.356), but with simpler ticketing. On sale were $25 rambler tickets, available for all services (including at least one Climax sector), and a $5 gunzel pass, available only for station and museum entry. The day's program included three Lakeside public trains, a Belgrave - Lakeside - Menzies Creek - Lakeside - Belgrave Climax working, a diesel hauled goods, two steam hauled car goods, a steam hauled *Tasman* and a diesel hauled *Tasman.* There was a four train meeting at Menzies Creek in the morning, at which the official speeches were made. These included a speech given by senior railway enthusiast Norm Wadeson, who had worked for the Forest Commission and who remembered the Climax in its working years. It was expected that large crowds of railway enthusiasts would attend, but attendance was below expectations. Contributing factors would have been the drain on time and finances caused by Aus Steam '88, memories of the unfortunate delays experienced during the 1987 gala and the fact that the Climax had already run a public trip as part of the Aus Steam program (on Friday 21 October 1988). The PBPS deserved better patronage, as the day's program offered much variety, and had been deferred from an earlier date to allow one of the *Flying Scotsman* tours to use the day. After the first couple of rationed sectors, there was plenty of capacity for anyone to use any Climax train. Once again, the day's events didn't run quite as planned; D21 failed at Menzies Creek after running its first train, causing altered loco working to take place and a cancellation to be made.

Full details of the planned working were shown on a timetable distributed to all rambler and gunzel pass ticket holders. To achieve it, Selby and Clematis were used as intermediate block posts at various times during the day. A train control office was set up in the goods shed at Menzies Creek. In addition to the special trains, the museum was on active display and the Peckett loco worked short shuttles along the entry track, using a carriage converted from a wagon.



Above: Norm Wadeson speaking at the Climax day celebrations.

Below: D21 heads a goods train, the first train of the day, on Sat.12.11.88. (Roderick B Smith)

Actual observations were:

DG701: D21-149NWT-91NQR-92NQR-3NU-13NM-26NAC. Departed Belgrave 09 01, arrived Menzies Creek 09 42.

CX703: Climax-3NBH-51NBH-10NBH-4NBH-13NBH-2NC. Departed Belgrave 09 22, Selby 09 38-44, Menzies Creek 10 12-11 37. It arrived at Lakeside at 12 23.

ST705: 7A-4NBL-2NBC. Arrived Menzies Creek 10 34. The order of the cars was reversed; then the train stood and waited.

731: 8A-14A-5NBD-7NBH-16NBH-135NQR-2NBH-12NBH-52NBH-1NBH-15NBH-9NBH-8NBH-11NBHC-5NBH-17NBH-14NBH-5NC (16 vehicles). Arrived Menzies Creek 10 53. After the speeches had been made, 14A was detached to replace D21, and the rear four vehicles were detached (one had held a bus tour group). Departure was at 11 22, with arrival at Lakeside at 11 45.

CG701: 7A-2xNQR-NU-NM-NAC-3xNBH-NC. It detached 91NQR at Clematis, crossed 740 at Emerald and arrived at Lakeside at 13 00.

DT709: Cancelled.

751: 8A-14A-5NBD-2NBL (*Rinadeena*)-1NBL (*Lyell*)-2xNBH-NQR-7xNBH-NBHC. Menzies Creek 14 20-31.

CX711: Climax-6xNBH-NC. Departed Menzies Creek 14 53, arrived Lakeside 15 47.

CG713: 7A-NQR-NU-NM-NAC-3xNBH-NC. Departed Menzies Creek 16 26. It attached 91NQR at Clematis. Lakeside arrival was at 17 15.

L715: This train either was cancelled or had its run truncated, in order not to delay an evening wedding special.

Evening special: 8A-5NBD-2NBL (*Rinadeena*)-1NBL (*Lyell*)-2NBC.

DT702: Not seen. Must have been 14A-NBL-NBC.

740: 8A-NBHC-7xNBH-NQR-NBH-NBD. Departed Lakeside 12 27, departed Menzies Creek 12 58.

CX704: Climax-6xNBH-NC. Departed Lakeside 13 09, arrived Menzies Creek 14 14.

CG706: 7A-NM-NU-NQR-NC-3xNBH-NAC. Departed Lakeside 13 50, Menzies Creek 14 26-34.

DT708: Cancelled.

760: The return working of 751. Departed Lakeside 15 53, Menzies Creek 16 20-23, arrived Belgrave 16 41.

CX710: The return working of CX711. It arrived at Emerald at 16 50.

CG712: 7A-NM-NU-2xNQR-NC-3xNBH-NAC. Departed Lakeside 17 48 (replacing L716), arrived Belgrave 18 42.

L716: This train either was cancelled or originated at Emerald or Menzies Creek.

Previously published *Newsrail* items relating to this day were a news item on p.323, November 1988, a centrespread photo on pages 16 and 17, January 1989 and a photo of CX711 on p.66, March 1989.

Above: Train 731 crosses the trestle bridge on 'Climax Day'. (Frank Cross)

Below: The scene at Menzies Creek as the crowd gathers for the official speeches. (Roderick B Smith)

General News

Cost of vandalism: Figures released during September by the Transit Police put the cost of vandalism to trains at $17 million for the last financial year. On average, 40 train windows were smashed each day at a cost of $600 each. Last year's window replacement bill for the Met was $2.3 million. According to the Transit Police, the latest trend was for vandals to tear whole seats out and throw them from carriages. Seventeen of the seats, which cost $1000, were found lying beside the tracks of an eastern suburbs line recently.

Most of the damage was being done by juveniles and a spokesperson for the Met said that the police had a fairly good success rate in apprehending vandals but were beginning to rely on public assistance more. Neighborhood Watch now monitors railway stations and land, but commuters and enthusiasts should report any trouble to the Transit Police on their 24-hour line which is (03) 629 2126.

Jolimont Yards: The $100 million Jolimont Yards project has been shelved indefinitely following the builder's failure to find a cash partner to help carry development costs. The Adelaide based Fricker Developments was to build the residential and office block complex on the Jolimont site but announced on Sat.15.9 that the project was suspended. Fricker has looked, in vain, for months for a joint venture partner and even approached the state government for an extension of time in which to find a backer. Dalgety was once considered a possible partner, but this fell through.

V/Line or AN: The *Sunday Herald* on Sun.16.9 carried a story claiming that secret negotiations were being carried out to hand over Victoria's debt-ridden country rail operations to the federal government's AN. Senior V/Line sources claimed that the Public Transport Corporation, ministry officials and AN have set mid-1991 as a tentative date for the hand-over of Victoria's non-metropolitan railways.

There has been widespread speculation as to the fate of the state's rail system since the budget was handed down and the Premier, Mrs Kirner, announced she supported a national rail service. Mrs Kirner has supported the National Freight Initiative and went further, by saying that she would also like to see unified national passenger services, particularly on trunk routes. Also following on from the budget, the PTC 'circulated' a discussion paper calling for the virtual abandonment of all passenger services, both metropolitan and country on Sundays, with replacement services being operated by buses.

If a transfer of this state's country rail services does take place, then widespread closure of lines could be expected and rail passenger services severely curtailed. The Transport Minister, Mr Peter Spyker and the PTC

The 'buldog noses' gather at Spencer Street in the form of S306, A66 and B80. Mon.1.1.90. (Grant Payne)

8172 powers No.9662 standard gauge goods through Tottenham at 07 20 on Wed.3.1.90. (Ian Green)

chief, Mr Ian Stoney, are believed to be aware of the negotiations and could be involved although a spokesperson for the minister denied that the state would hand over its railways to AN.

MetTicket loss: As the PTC grapples with the future of public transport ticketing, various reports are piecing together the magnitude of the MetTicket losses. A joint union and Met management study released in late September put the fare evasion under MetTicket as more than $40 million. Lost patronage cost in excess of $25 million and an audit found that in the first three months of operations this year, more than $50 000 worth of tickets vanished.

The unions involved in the study have recommended that scratch tickets be abolished, an end of sale of tickets at retail outlets and the retention and extension of staff at stations.

Flinders Street station risk: Flinders Street station is the most dangerous place for people using the Met, according to a Public Transport Corporation report on violence on the Met system. Almost 25 per cent of assaults reported on the Met in the first six months of this year happened at Flinders Street. The state government's taskforce on transport violence made the report and other than the dangers of Flinders Street, found train travel to be 'relatively safe'. Passengers and Met staff were much more likely to be assaulted at stations or station car parks than on trains. The report found that passengers were six times safer in the morning than in the afternoon and evening.

$200 million rail help: Victoria is likely to ask the federal government for up to $200 million at a special Premiers' conference to be held in October to improve the Melbourne - Sydney standard gauge line. The Transport Minister, Mr Spyker, said recently that the state government believed that the federal government should put more money into the interstate rail network, starting with the Melbourne - Sydney and Melbourne - Adelaide lines. He said that Victoria would play its part but the bulk of funding should come from the federal government as a specific micro-economic reform. The Rail Industry Council said last year that the standard gauge Melbourne - Sydney line had outlived its usefulness and recommended a $200 million to $250 million improvement.

Fares: The state budget, handed down in August announced that public transport fares would increase by an average 15 per cent. In the last issue of *Newsrail,* details were given of metropolitan increases. In this issue listed are the new fares from Mon.1.10 for the principal country commuter destinations. All fares are adult economy with the old fares shown in brackets.

Location	Single	Weekly
Geelong	$5.80 (5.20)	$36.60 (29.50)
Lara	$4.00 (3.60)	$26.00 (21.00)
Bacchus Marsh	$4.00 (3.60)	$26.00 (21.00)
Ballarat	$9.90 (8.80)	$49.50 (39.90)
Gisborne	$4.90 (4.40)	$31.90 (25.70)
Kyneton	$7.90 (7.00)	$41.80 (33.70)
Kilmore East	$4.90 (4.40)	$31.90 (25.70)
Seymour	$7.90 (7.00)	$41.80 (33.70)
Warragul	$7.90 (7.00)	$41.80 (33.70)

Intercity fares are as follows:

Warrnambool	$24.80 (22.00)
Nhill	$32.80 (29.00)
Maryborough	$16.20 (14.40)
Mildura	$40.00 (36.00)
Bendigo	$15.00 (13.40)
Swan Hill	$31.40 (27.80)
Benalla	$18.00 (16.00)
Wangaratta	$21.60 (19 20)
Wodonga	$28.20 (25.00)
Traralgon	$14.20 (12.60)
Sale	$19.80 (17.60)
Bairnsdale	$24.80 (22.00)

Kangaroo Flat railway station: Although placed on the Heritage List, this station continues to fall into disrepair. Vandalism is a continual problem with two consecutive break-ins on the two weekends prior to the school holidays. The ornamental fire mantle and surround has been removed from the down platform waiting room.

Operations

GENERAL

Authorised working of freight trains: Continuing our series from the Master Train Plan.

9365: To Strathmerton (Tues. only). Mon., Wed. Thurs., and Fri., to Shepparton. Conveys Shepparton freightgate and general loading for Goulburn Valley and corporation loading for Seymour. Departs Melbourne at 22 05, Seymour 02 25 - 02 50 with arrival at Shepparton at 04 40.

9380: (Mon.-Fri.) Block oil train conveys loaded oil tankers Corio - Shepparton. Corporation fuel for Seymour. Shell Refinery departure at 22 35, Seymour 03 15 - 04 10 with Shepparton arrival at 06 00.

9390: Conveys empty grain wagons, maximum 40 vehicles, runs when required. Departs North Geelong 21 50 with Seymour arrival at 01 40. Operates to destination as arranged by Program Officer, Grain.

9427: (Mon.-Fri.) Conveys empty wagons ex Maribyrnong. Block briquette train to Morwell briquette siding. Departs Maribyrnong at 11 15 with a briquette siding arrival of 15 00 except Fri. when arrival is 15 20.

9430: (Mon.-Fri.) General loading ex North Geelong shunts and clears Tottenham Yard of eastern loading beyond Dandenong (Marshalled ETM, Bairnsdale, Hillside, Sale, Traralgon, Maryvale, Morwell, Warragul). To Traralgon Tues., Thurs. and Fri. - to Bairnsdale Mon. and Wed. Departs North Geelong 13 55, Tottenham Yard 15 30 - 18 35, Morwell briquette siding 23 28, Traralgon 01 05 and Bairnsdale 04 40.

9440: (Tues. only) Conveys loaded briquette wagons to northern region. Terminates Tottenham Yard. Departs LE from Traralgon at 07 25, departs Morwell briquette siding at 09 00 with Tottenham Yard arrival at 12 45.

9441: (Fri. only) Ex Dandenong. Conveys empty wagons for Morwell briquette siding and APM Maryvale. May convey 4-wheel wagons. Departs Dandenong at 12 15, Morwell briquette siding 14 50 - 15 00, APM 15 53 - 16 10, Traralgon 16 20.

9442: (Fri. only) Conveys loaded briquette wagons for Heinz Dandenong. May convey 4-wheel wagons. Traralgon LE departs 07 25, Morwell briquette siding 07 55 - 09 00 with Dandenong arrival at 11 20.

SOUTH

Show day cancellations: On Thurs.27.9 the following services were cancelled because of the Royal Agricultural Society's People's Day:

8210 06 15 up South Geelong.
8214 06 40 up Geelong.
8216 06 45 up South Geelong.
8276 18 25 up Geelong was altered to depart South Geelong at 18 20.
8253 16 40 down South Geelong.
8255 16 56 down Geelong.
8261 17 16 down South Geelong.

Failure: On Thurs.20.9, A85 hauling the 16 50 (8264) up South Geelong pass. failed at Newport. The only locos in the area were Y130-Y113-T379 and they were used to rescue A85. The pass. arrived at Spencer Street at 18 28 with Y130-Y113-T379 powering with A85 idling. On arrival at Spencer Street, A79 attached to the rear of the train and departed with the 18 30 (8065) Bendigo pass., 15 minutes late.

B on pass.: On Mon.17.9 and Tues.18.9 B64 ran the 19 30 (8275) down Geelong pass.

WEST

Holidays: During the latter half of September, a number of changes was made to trains working on the Western line because of school holidays, People's Day at the Royal Show and football finals.

On Fri.21.9 the 20 10 (8156) empty cars Bacchus Marsh to Spencer Street was altered to operate as 2 H sets and 2 P class locos in push/pull mode instead of a single H set. This arrangement was repeated on Fri.28.9.

On Mon.24.9 the 04 00 (8101) empty cars Spencer Street to Bacchus Marsh was altered to operate as 2 H sets and 2 P class locos in push/pull mode instead of a single H set. This arrangement was repeated on Mon.1.10.

On Thurs.27.9 the following services were cancelled because of the Melbourne Show Day holiday:

8114 06 52 up Bacchus Marsh
8132 11 30 up Bacchus Marsh
8144 17 00 up Bacchus Marsh
8111 10 05 down Bacchus Marsh
8121 15 35 down Bacchus Marsh
8127 17 00 down Bacchus Marsh.

NORTH

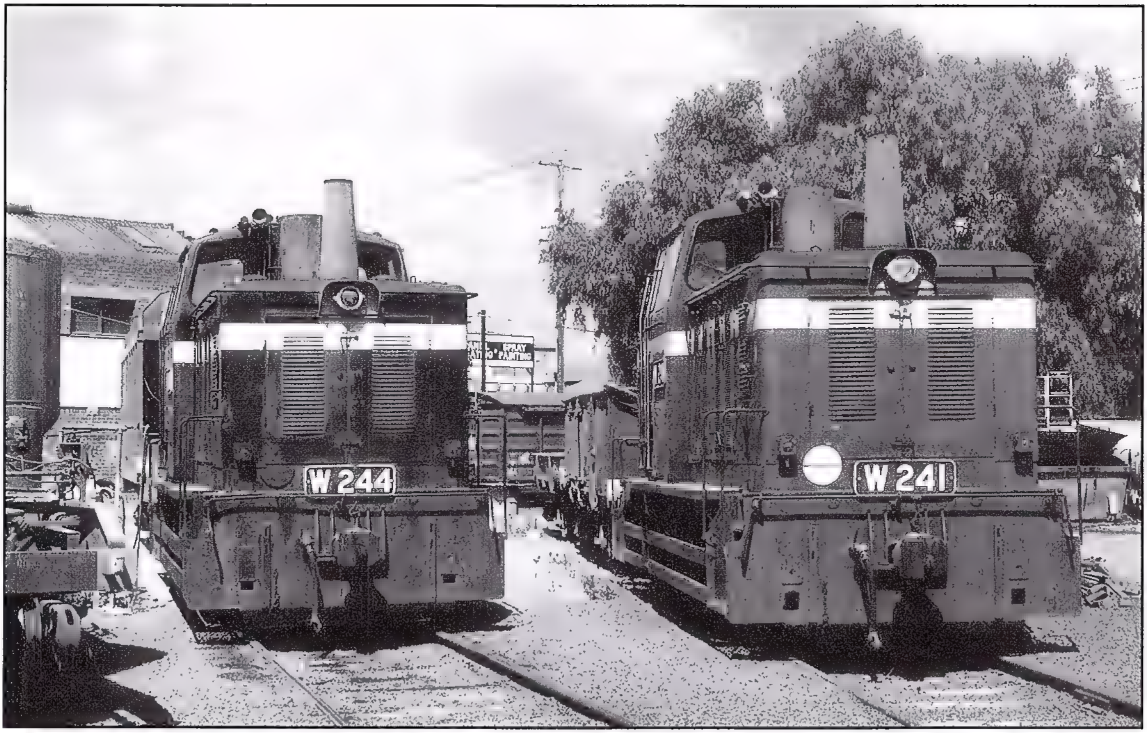
Bendigo news: As reported in an earlier issue of *Newsrail,* T378-*Norman* were in the area for several days during late July and early August conducting radio tests on local lines. On Mon.13.8 T378-*Norman* departed Bendigo on the down at 11 53, returning on Tues.14.8 at 14 30. On Wed.15.8 T378-*Norman* ran to Korong Vale, departing at 11 50 and returning to Bendigo at 20 20 on Thurs.16.8. Other items of interest from the area include:

Sun.2.9: X42-X43 ran the 08 00 (8080) up pass. out of Bendigo, The 16 30 (8085) down pass. unusually had only one loco, P14.

Tues.4.9: 9083 down goods, tabled to leave Bendigo at 05 35 departed at 07 21 behind X32. The up *Northerner* with N469-2xD-Z54 arrived at Bendigo at 08 57, 9080 goods from Swan Hill arrived at 18 58 behind X45-H4, while 9064 goods from Echuca departed Bendigo at 19 10 behind X54-X36.

Thurs.6.9: X45 again was utilised on 9080 goods from Swan Hill, arriving at 18 23 in company with T406.

Fri.7.9, 9056, the 07 20 Bendigo Workshops to Tottenham Yard goods departed the workshops at 06 50 behind T371-T393.



W244 and W241 at Geelong loco on Sun.28.1.90. (Terry Dexter)

Sun.9.9: S317-S313-P18-P17-FSH24 operated the 16 30 (8085) pass. with an arrival time of 18 54 at Bendigo.

Mon.10.9, X42 travelling as LE passed through Eaglehawk at 19 06 to rescue 9008 block grain from Swan Hill hauled by S310-X48. S310 failed completely on the down side of the Hopkins Ave level crossing on the down side of Eaglehawk. The train finally arrived at Bendigo at 19 53, delaying the down *Northerner* which departed at 20 05. The *Northerner* on this night was double loco and double consist N467-A73-N7 (in darkness) -Z58-DH403-D312-D326.

Tues.11.9: N466 ran the 18 30 up pass. out of Bendigo while X41 was noted on 9080 up goods at Eaglehawk at 18 50.

Thurs.13.9: 9080 up Swan Hill goods behind X49-T408 arrived in Bendigo at 18 47; 9064 up goods from Echuca departed for Melbourne at 19 00 with X42-S317-T396.

Sun.16.9: X54-N460 ran the 08 00 (8080) up pass. out of Bendigo.

Thurs.20.9: One of the highlights for September was when S311 worked the down *Northerner* solo. Unfortunately it was somewhat late, arriving at Bendigo at 20 31. 8065, the 18 30 down pass. that evening consisted of A79-Z53-D and arrived at 20 57, only 12 late.

Sat.22.9: X50-X43-T400-T407 on 9083 goods arrived in the early hours of the morning. Noted stabled were G530-G532 on a block grain which ran to Swan Hill on the following Monday.

Sun.23.9: N470-A79-D305-Z53 ran the 08 00 (8080) pass. out of Bendigo.

Tues.25.9: 8046, the 11 20 up pass. out of Bendigo was powered by B62.

Echuca news: X class locos continue as the mainstay in this area and the second half of August and all of September were no exception. In fact, to see a T class loco in the area now is the exception rather than the rule. 9083 goods to Deniliquin out of Echuca has been operated mainly by a single X. Sightings have been as follows:

Mon.20.8: X32 departed Echuca at 09 11.

Tues.21.8: X36 departed Echuca at 08 58.

Wed.22.8: X36 was utilised again on this train leaving for Deniliquin at 08 59.

Thurs.23.8: X38 departed Echuca at 09 04.

Fri.24.8: X32 arrived from Deniliquin at 15 40, X32-T407 ran 9064 goods out of Echuca, departing at 17 15 instead of the normal 15 10.

Tues.28.8: X40 arrived from Deniliquin at 13 22.

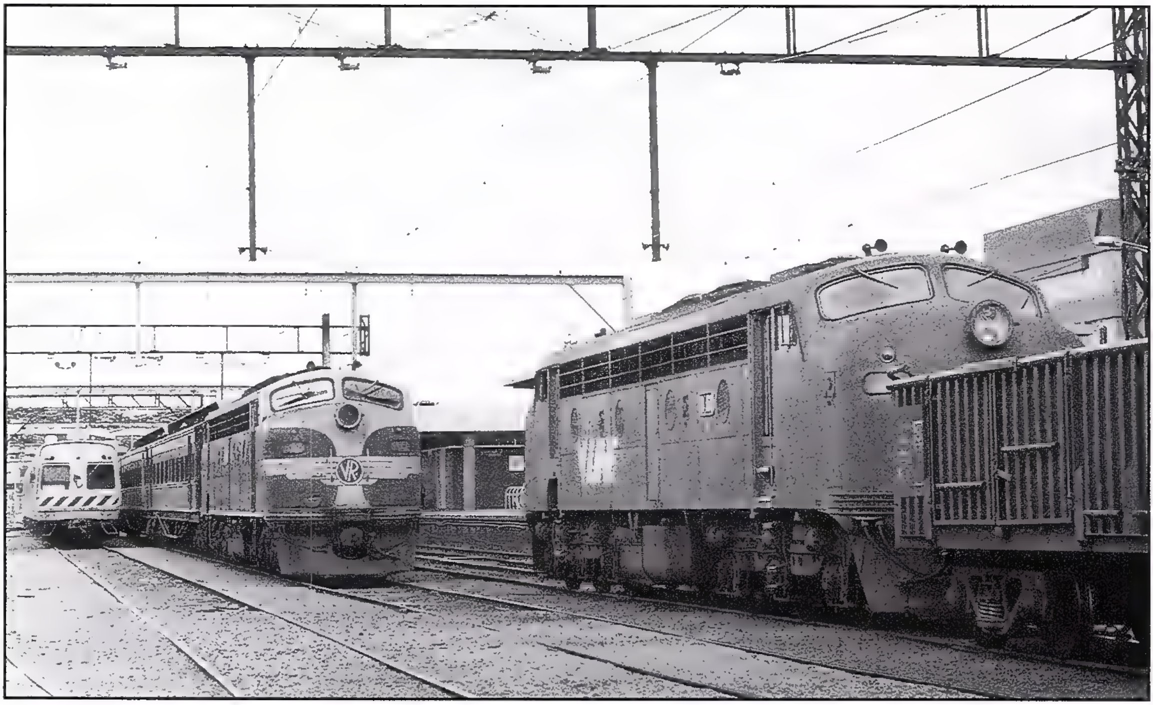
Wed.29.8: X36 which was stabled overnight at Echuca left for Deniliquin at 09 05.

Thurs.29.8: X32 after being stabled overnight ran the Deniliquin goods, departing at 09 00, arriving back in Echuca at 13 38.

Fri.30.8: H1 was a visitor to the area and together with X36 departed on 9064 goods at 16 45.

Sat.1.9: X32 stabled for the weekend. The Echuca rice mills have been working extra shifts to handle a large contract and the rail tractor was shunting at the mill. The flood emergency gates to the Riverside Caravan Park in Moama have been in use.

Mon.3.9: X36-25xVHGF left on the down at 08 00, returning at 16 02 as X36-14xVHGF. X32-T396 ran 9064 up goods, departing at 16 50.



B65 waits at Frankston with a special for Seymour, as B61 arrives with the 10 20 down Long Island goods on Sat.20.1.90. (John Dare)

Wed.5.9: A train laden with rice from Deniliquin smashed through the steel emergency flood gates to the Riverside Caravan Park. The gates were being used because the regular entrance to the caravan park was blocked because of floodwaters.

Thurs.6.9: X38 ran 9083 goods to Deniliquin, departing at 10 44. A rail tractor was included in the consist.

Fri.7.9: Mon.10.9 and Tues.11.9, X32 operated 5167/5168 goods on both days with X42 running 9083/9064 goods on Monday and X35 operating 9083/9064 goods on Tuesday.

Wed.12.9: H5 made a rare visit to Deniliquin leaving Echuca at 09 00 and returning at 13 37.

Thurs.13.9: T396-10xVOCX operated 5165/5164 goods to Tongala with briquettes for Nestlé.

Sat.15.9: X42-T396 operated 9083 goods, rare to have a goods service operate to Echuca at the weekend; stabled in the yard over the weekend.

Mon.17.9: X42-39xVHGF left on 5167 goods at 08 15, returning on 5168 at 17 10 with 35xVHGF, X32-T396 departed on 9064 goods at 16 35.

Tues.18.9: X42 again ran 5167/5168 goods with X36 running 9083 goods to Echuca.

Wed.19.9: X42 again ran 5167/5168 goods with X32 running 9083 goods to Deniliquin. S311 was noted in Echuca yard at 10 30.

Thurs.20.9: X32 ran 5167/5168 goods while X35 ran 9083 goods. X35-T374 ran 9064 goods out of Echuca at 16 30.

Fri.21.9: X32 again ran 5167/5168 goods, departing Echuca at 08 04, X42-T368 on 9083 goods arrived in Echuca at 08 30 and X42 continued to Deniliquin.

Mon.24.9: T400 ran 9083 goods out of Echuca after arriving from Bendigo as part of a loco combination of X50-X43-T400-T407. X32-T400 left on 9064 goods at 16 00. X43 on 5168 goods arrived at 17 28.

Thurs.27.9: X41-28xVHGF ran 5167 goods departing at 07 08, B61 ran 9083 goods to Deniliquin, departing at 09 10. H5 and blue and gold T class locos 381 and 401 were in the yard at 10 00. B61-T381-T401 ran 9064 goods out of Echuca.

Holiday alterations: With football finals, school holidays and Melbourne Show Day, many changes were made to the Master Train Plan in the latter half of September.

On Fri.21.9 8002 extra empty car movement from Kyneton with 2 FSH sets and 2 P class locos operated in push/pull mode to Spencer Street. This arrangement was repreated on Fri.28.9

On Mon.24.9 8013 empty cars Spencer Street to Kyneton operated as 2 FSH sets and 2 P class locos in push/pull mode. This arrangement was repeated on Mon.1.10.

On Thurs.27.9 the following services were cancelled:

8012 07 08 up Sunbury
8020 07 35 up Sunbury
8030 09 30 up Sunbury
8058 16 43 up Sunbury
8005 06 18 down Sunbury
8007 07 10 down Sunbury
8029 15 15 down Sunbury.

Station closed: The Bridgewater railway station has been closed. All passengers are now picked up and put down at the local store. The station is now up for lease from the Public Transport Corporation.

NORTH EAST

Kyabram news: This line must surely have a huge question mark re its future. During August there were only two movements to Kyabram, one with T377 and the other with T402. On both occasions the load was 2xVOFX.

Kilmore East: A few hours spent at Kilmore East on the morning of Sat.8.9 were interesting with ten movements in just short of three hours with four of those movements on the standard gauge.

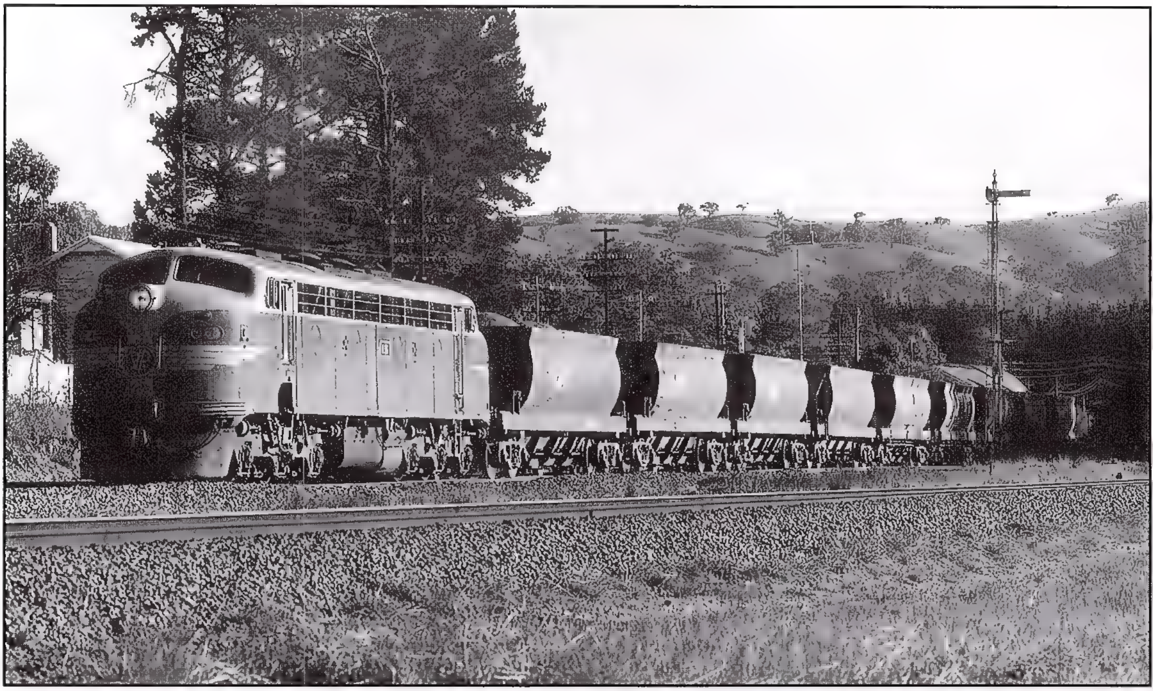
08 05 DRC40 on the 07 10 (8303) Seymour pass.
08 26 G520 on 8616 *Melbourne Express*
08 47 G526 on 8661 *Intercapital Daylight*
08 57 A85 on the 08 10 (8305) Albury pass.
09 15 N456 on the 06 20 (8310) *Twin City Limited*
09 17 G516-T411 on 9664 express goods.
09 40 8167 on an express goods.
10 00 A60 on the 09 10 (8307) Cobram pass.
10 20 N462 on the 07 55 (8308) Cobram pass.
10 50 DRC40 on the 10 21 (8314) Seymour pass.

Numurkah happenings: With two goods trains a week plus a twice daily passenger service except on Sunday there are few highlights in this area. Most interesting workings occur when a rostered loco on one of the passenger services fails as was the case on Sat.21.7 when A81 failed at Cobram. B65-N473 ran the down *Goulburn Valley Limited* that night and on Sun.22.7 the up pass. was N473-B65-A81 (dead)-Z62-N6-D342. On Fri.7.9, the B class loco hauling a down Cobram failed at Seymour and P15 was utilised for the remaining part of the trip. On Tues.11.9 A62 failed at Cobram and T402-T408 came from Shepparton to run a up pass. On Fri.21.9 A79 failed at Wallan and X35 took over the train which was some two hours late.

On Sat.15.9 T378-*Norman* conducting radio tests in the area, arrived at Numurkah at 08 00 and crossed the up pass. which arrived at 08 15.

Above: N458 races towards Kilmore East with the 09 10 down Cobram pass. at 10 00 on Fri.22.6.90. (Ian Green)

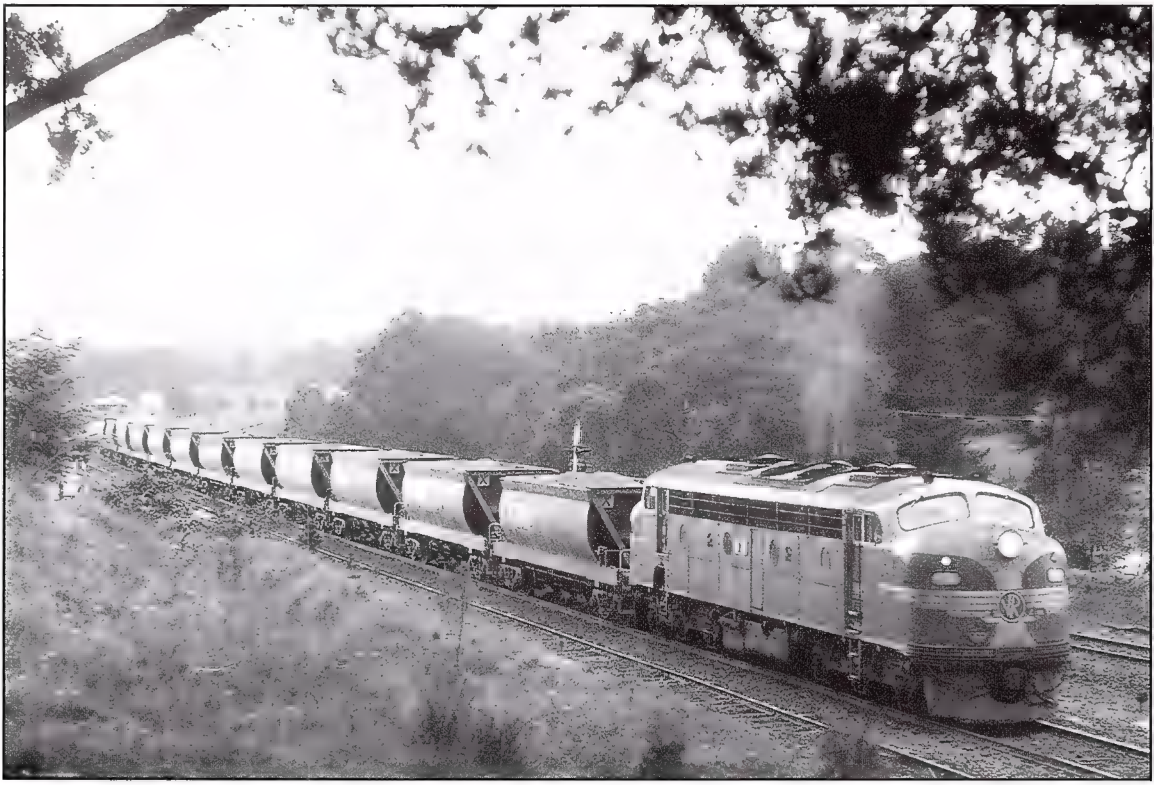
Below: N463 hurries down Ingliston Bank at 17 36 with the 14 00 Dimboola pass. on Sat.6.1.90. (Graham Withers)



BLUE Bs ON THE PIONEER

Above: B65 leaves Kilmore East on 9312 up 'mini Apex' to Brooklyn. 09 30, Thurs.26.7.90. (Gavin McLaughlan)

Below: B75 climbs up grade to Heathcote Junction with the Kilmore East - Brooklyn Pioneer Quarry train on Mon.24.7.89. (John Dare)



STANDARD GAUGE

Dining car: The dining car on the *Melbourne/Sydney Express* has been given another reprieve. An announcement from the Public Transport Corporation on Thurs.6.9 stated that following agreement with SRANSW the lounge and dining cars would be retained with the dining car becoming an up-market restaurant on wheels without losing the traditional friendly service for which it is known. The dining car's hours are to be extended to 01 00 from the previous 23 00 and will provide supper. Economy class passengers will also be allowed to use the facilities of the dining car. The lounge car will remain open until 01 30 and will provide a snack service.

VFK fire: On Tues.11.9, the down *Intercapital Daylight* was approaching Wagga Wagga when flames were noticed coming from an electrical cabinet in VFK272 (car 5). Wagga Wagga Fire Brigade was called to check the situation and an electrical fitter was called from Junee to repair the fault. Passengers were accommodated in other carriages before 8155-G516 departed Wagga Wagga at 16 08. Arrival time in Melbourne was 21 12 instead of 20 20.

Mangalore sightings: During September T411 was used regularly as an assisting loco to the mainline 81 and G class locos. Sightings are as follows:

Wed.5.9: G525-T411 at 08 07 on an up goods.
Fri.7.9: 8166-T411 at 08 15 on an up goods.
Tues.18.9: G522-T411 at 08 43 on an up goods.
Thurs.27.9: X37-T411 at 06 27 on an up goods.
Fri.28.9: G524-T411 at 08 53 on up goods.

Other highlights noted at Mangalore were:

Sun.9.9: G523-8180 on the *Sydney Express* at 21 32.
Wed.12.9: G516-G522 on the *Melbourne Express* at 08 32.
Thurs.20.9: X37-C504 on a down goods at 13 03.
Fri.28.9: G518-8175 on the down *Intercapital Daylight* at 09 23.

EAST

Traralgon goods: 9430 Traralgon goods ex North Geelong normally has a G-T combination. Variations sighted during September include:

Wed.29.8: G515-T383-T403
Mon.10.9: S301-S302-T380
Fri.14.9: G531-X50-X51
Tues.18.9: G531-G534.

Multiple units: Weekend passenger services to and from Traralgon continue to have multiple units on a number of services. Sightings during September are as follows:

Sun.9.9: 17 00 (8485) Traralgon pass. A77-N451-X40.
Sat.15.9: 09 55 (8420) up Traralgon pass. X47-N471, 17 20 (8427) down Traralgon pass. X53-N464.
Sun.16.9: 17 00 (8485) down Traralgon pass. N460-X54-X47.

Warragul news: Some happenings in the area during September are as follows:

- Two short sections of overhead wiring beyond Warragul have now been dismantled. The first was where the line was realigned and a new bridge

G541-C509-BL34 pass through what little remains of Buangor on No.9150 at 12 29 on Sat.31.3.90. (Graham Withers)

B75 heads down the main line from South Kensington with the down Long Island goods at 11 35 on Tues.1.5.90. (Graham Withers)

installed where the Morwell briquette siding line crossed over the new Morwell by-pass road (the overhead on this section has been removed for some time). The other section where the overhead has been removed is between Morwell and Traralgon where a tunnel is being constructed over the line for the final section of the Morwell by-pass road, to connect to the exisitng Princes Highway.

* On Thurs.20.9 the rail lubricating and overhead inspection train arrived at Warragul at 11 15. The crew changed ends, the train set back to the crossover and then ran forward into the up platform, which it left at 11 47. The train was Harris motor, D van, overhead inspection car, D van, Harris motor (rail lubrication car).

* Late in September, the timekeeping of 4083 delayed 8431 several times. On Fri.21.9 the suburban was 10 late at 19 35. 8431 was held at the arrival signal and was 8 late when it arrived at the platform. On Tues.25.9 8431 arrived at the signal 4 late at 19 42, was held for 5 minutes and finally ran into the platform at 19 47.

* On Tues.25.9, the 13 00 (8428) up Traralgon was near enough to time at Warragul, was delayed in the suburbs from near Caulfield by slow running, to arrive at Flinders Street at 15 30, 13 late. The 16 28 (4069) down Warragul left Flinders Street 1 late and was on time at Warragul. Timekeeping by this train is usually very good. The train originates at Newport Workshops and is very popular with suburban passengers for its limited stops at Caulfield, Oakleigh, Springvale and Dandenong and stations to Warragul (except General Motors).

METROPOLITAN

Long Island steel trains: These trains still provide plenty of interest in motive power with 9529 (empty coil steel wagons Tottenham Yard - Long Island) often worked by a solo B class loco. Sightings during August are as follows:

	9334	9529
Thurs.28	X50-X54	B75
Sat.4.8	G533-B61	B62-X38
Tues.7.8	C506-C051	T380-T410
Thurs.9.8	X47-X52	X41
Sat.11.8	C510-C502	X43
Tues.14.8	S306-X53	T402-T395
Thurs.16.8	X53-S307-T403	X35
Fri.17.8	C502-S306	X32
Tues.21.8	S300-S313-T374	X44
Wed.22.8	B75-S302-S301	X43
Thurs.23.8	C502-G530	X36-B80
Tues.28.8	S307-X47-T399	B75
Thurs.30.8	S300-S317-T399	B80

Football specials: During September, the Met provided special train services to Glen Waverley every Saturday that AFL Park, Waverley, was used for finals matches. These trains left Flinders Street at 20 minute intervals from 10 55 until 12 55 and travelled via the City Loop stopping all stations to Glen Waverley.

Twine disruption: On Fri.21.9 at about 13 20, a piece of twine became entangled in the overhead contact wire at Spencer Street platform 12. As trains entered the platform the two leading pantographs were lowered; as trains left the platform the leading pantographs were raised again and the two rear pantographs lowered. Trains stopped at the entrance to the loop so that the two rear pantographs could be raised before entering the loop. The piece of twine was removed at 13 40 allowing normal operations to resume.

Rollingstock

Stored locos: It is some time since *Newsrail* has published a list of stored locos in the Melbourne Yard. The list which follows was compiled on Wed.13.6 and locos are listed from the Yarra River end of the yard.

B74, T366, B83, Y???, T362, T372, T342, Y???, T355, Y???, Y141, T412, Y126, Y172, T349, S303, T367, T360, Y125, T358, T354, S304, T391, T351, T389, Y158, T359, Y146, T361, Y131, Y107, Y175, T350, T353, T348, Y155, T363, T352, T364, S308, T398, Y144, Y153, T356, Y???, Y???, Y160, S315, T357.

All of the locos showed signs of excessive rust caused by being out in the weather.

S303: S303 has joined B74 at Seymour for preservation by the SLSPG. The loco was transferred from Melbourne on Fri.14.9 as part of 9327 goods train.

DRCs: As at Mon.17.9, all four DRCs were operating two normally loco hauled services, the 13 54 Bacchus Marsh service and the 19 17 Sunbury service.

N class locos: This class of locomotive represents the greatest change in design of any loco in this state. With a full width cab at each end and a narrow body in between they were also equipped with HEP equipment for the provision of power for carriages and later, refrigerated containers. They were built by Clyde and are of a Co-Co configuration. Their rating is 1840/1680 kW with a continuous tractive effort of 253 kW at 19.5 km/h. Maximum speed is 115 km/h and their mass is 120 tonnes. They are powered by the EMD 12/ 645E3C engine.

	Date delivered	Date to service
N451	20.9.85	6.2.86
N452	30.9.85	6.6.86
N453	31.10.85	22.1.86
N454	21.11.85	14.3.86
N455	20.12.85	25.2.86
N456	29.1.86	18.2.86
N457	27.2.86	6.3.86
N458	17.3.86	27.3.86
N459	16.4.86	29.4.86
N460	14.5.86	23.5.86
N461	25.7.86	30.7.86
N462	14.8.86	19.8.86
N463	5.9.86	11.9.86
N464	30.9.86	1.10.86
N465	20.10.86	21.10.86
N466	31.10.86	6.11.86
N467	21.11.86	25.11.86
N468	15.12.86	18.12.86
N469	27.1.87	30.1.87
N470	17.2.87	19.2.87
N471	28.2.87	5.3.87
N472	27.3.87	1.4.87
N473	28.4.87	4.5.87
N474	27.5.87	29.5.87
N475	27.6.87	15.7.87

N456-5312 power into Kilmore East on the up *Twin City Limited* at 09 15 on Thurs.26.7.90. (Gavin McLaughlan)

Works

WEEKLY NOTICES

Aspendale: On Wed.22.8, co-ordinated traffic lights were added to the boom barrier circuit controls at Lochiel Avenue level crossing, Aspendale. The operation of the boom barriers and traffic lights will be automatic for all movements. (WN 33/90)

Broadford Loop: Because of a derailment involving No.9665 goods on Thurs.30.8 at Broadford, resulting in irreparable damage to the signal gantry supporting home signals BRF/6 and BRF/U6, the following alterations have taken place:

1. Home signal BRF/6 and BRF/U6 were placed on separate signal posts.
2. Home signal BRF/6 was placed on the left hand side of No.1 track.
3. Home signal BRF/U6 was placed on the right hand side of the line, between No.2 track and the cripple track. (WN 35/90)

Hallam: From Mon.16.7 Hallam station opens for Met passenger business only. Hallam is supervised by the stationmaster at Berwick. (WN 33/90)

Irymple: On Wed.15.8, the Calder Highway level crossing located at 559.3 km was out of service while cantilever masts and strobe lights were installed. (WN 32/90)

Kerang: On Wed.15.8, healthy state indication lights were provided at the following level crossings: Victoria Street, Wellington Street, Vaughan Street, Murray Valley Highway. Yellow whistle posts were provided to indicate that the crossings are fitted with healthy state indication. (WN 32/90)

Korumburra: The signalling arrangements as indicated on signalling diagram 4/79 were cancelled and replaced by signalling diagram 44/ 90. (WN 32/90)

Kyneton: On Tues.28.8, the following track and signal alterations took effect:

1. Siding A, goods platform track, goods shed and the crossover connections to this area (points 19 and 21) were abolished.
2. A baulk was placed on No.2 track of the goods yard adjacent to the down end of the goods shed.
3. Point levers 19 and 21 were sleeved normal.
4. Siding B and associated signals will remain.
5. Siding C, the loco siding and the crossover connection to the main line were abolished.
6. Signal posts 7, 9 and 11 were abolished.
7. Auxiliary frame levers 1, 2, 3 and 4 were sleeved normal. (WN 34/90)

Paisley - Werribee: On Sun.19.8, the following alterations took effect:

1. A new down automatic signal post GG631 was provided on the west line adjacent to the Maidstone Street level crossing at Galvin.
2. The signal circuits on down automatic signal post G555 were altered so that the 'reduce to medium speed' aspect is no longer displayed.
3. The Australian Carbon Black sidings were abolished and the associated switch lock equipment was removed.
4. Signalling diagram 73/87 was cancelled and replaced by signalling diagram 27/90. (WN 33/90)

Pyrenees Loop - Murtoa: The signalling arrangements as indicated on signalling diagram 12/85 were cancelled and replaced by signalling diagram 48/90. (WN 36/90)

South Dynon: The signalling arrangements as indicated on signalling diagram 34/89 were cancelled and replaced by signalling diagram 40/90. (WN 32/90)

Traralgon: On Thurs.23.8 the following alterations took effect:

1. The down end plunger locked points were relocated 50 metres in the up direction.
2. The down home arrival signal was relocated 108 metres in the up direction.
3. The two position 5P key switches that operate up home signal E were replaced with three position V5PSW type key switches.
4. Up home signal E cancels after the passage of a train. (WN 33/90)

Upper Ferntree Gully: On Thurs.2.8, a wheel crowder was added to No.33 interlocked derail in B siding. (WN 33/90)

Wodonga: On Thurs.23.8, pedestrian warning lights and sonar alerts were installed on the pedestrian access to the car park. (WN 33/90)

Special note: Publication of the Weekly Notice was to cease with issue No.36/90.

TENDERS

Recent tenders called on behalf of V/Line and the Met include:

* Supply, delivery and printing of station timetables for a two year period.
* Manufacture, supply and delivery of air-conditioning units for crew compartments of Hitachi trains.
* Dismantling, salvage, purchase and removal of specified V/Line railway sidings located at the Tocumwal yard and Kyabram and purchase and removal of rail stockpiles located at the V/Line Seymour, Mangalore and Longwood yards.
* Purchase and removal of electric winch fixed crane at Tatura.
* Purchase and removal of pole line on the Gheringhap to Maroona railway line in three lots.
* Overnight cleaning of passenger carriages at Cobram for a twelve month period.
* Purchase and removal of unserviceable sleepers between St Arnaud and Woomelang.

Taildisc

READERS' QUERIES

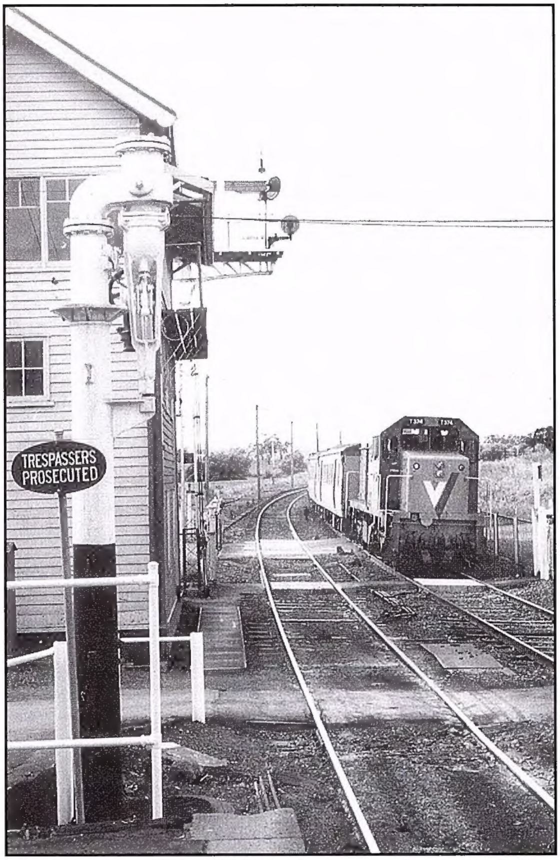
Silver D cars: To what T car numbers were the following D cars converted: 308D, 309D, 311D, 318D, 319D, 321D, 322D, 323D, 325D, 326D, 330D, 333D, 337D, 341D, 343D, 346D, 349D, 350D, 351D, 352D, 355D, 356D, 357D, 359D, 363D, 364D, 365D, 366D, 367D and 368D. Of these 355D and 357D ran as trailers for a short period still carrying their original numbers. Cars 364D to 368D inclusive are believed never to have entered service as D cars, but were these cars fully fitted out as D cars and even numbered as such? Only one D car was never converted, 353D, badly damaged in a confrontation with a ZL van at the rear of a goods train at Pakenham in 1980.

BIH conversions: From which Harris trailers were the six BIH cars converted and on what dates were they outshopped?

Silver M cars: What was the fate of 85M which was damaged by fire at Glen Waverley in July 1979 along with 71M which now resides in Flinders Street Yard numbered as 137M? Also will 115M and 137M (the real one) ever be returned to traffic? Both were involved in level crossing collisions/derailments involving trucks on the Pakenham line in the early 1980s.

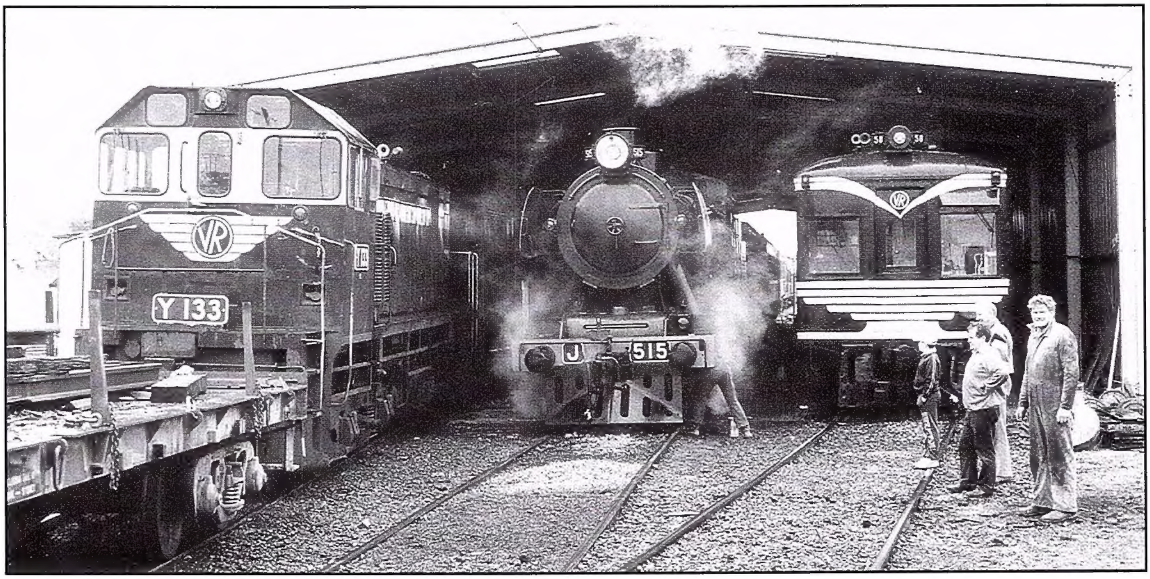
STRETCHERS

Stretchers: As part of each train van's equipment, each van has a stretcher. Some V/Line trains have recycled stretchers (cost effective) from scrapped cars or closed stations. Interesting ones are 20CW (BCH133), SM Gheringhap (CP293), 5BCE (ACN54), *Norman* (ACZ252), Rainbow (ACN48), breakdown van South Dynon (ACZ251), SM Wakool (ACN45), 9ACN (ACZ255), OIC Paisley (BCH131), 6BCPL (CP292) and 23CE (ACN6).



T374 enters Kyneton with a down pass. on Sat.18.11.89. (Terry Dexter)

A variety of motive power is on display at Seymour Loco Steam Preservation Group depot on Sat.2.6.90. (Terry Dexter)



Preservation

PUFFING BILLY

On Mon.3.9, *Puffing Billy* on its 12 25 run to Lakeside ran onto the trestle bridge to be confronted by a large tree across the tracks just past the bridge. The train was set back off the bridge, a bus was called to bring passengers to Belgrave, and staff and volunteers brought chainsaws by trolley from the workshops. The line was cleared much sooner than was at first thought likely. The train, due at 13 20 finally ran into Belgrave at 14 15. The 14 00 down train left at 14 35, and its return run reached Belgrave at 16 18, three minutes early. It had been thought that this train might have had to be cancelled or converted to a run to Menzies Creek and return, before the early clearing of the blockage made a full run possible. The following day (Tues.4.9) saw two trees fall across the line at about the same spot, in the morning. The 10 30 down train was delayed until 11 20, and the arrival of the final up train at Belgrave was delayed from 16 21 to 17 30. There had been significant heavy rain in the time leading to these incidents.

NEW GROUP

A new group has been quietly plugging away for the last twelve months in Trentham to preserve our railway heritage. It is the Trentham Agricultural and Railway Museum and within the next twelve months the group expects to have a new tourist attraction up and running. Trentham railway station was a vital link with the district's industrial growth – potatoes, timber and secondary industry products were shifted in vast amounts through Trentham and the ultimate aim of the museum is to give locals and visitors a place where they can appreciate the way railways operated in days gone by. The sidings at the station are being kept in neat, trim order, and regular working bees have restored rolling stock which is already in place. The large goods shed will eventually become a storage and workshop area linked to the station by an overhead footbridge.

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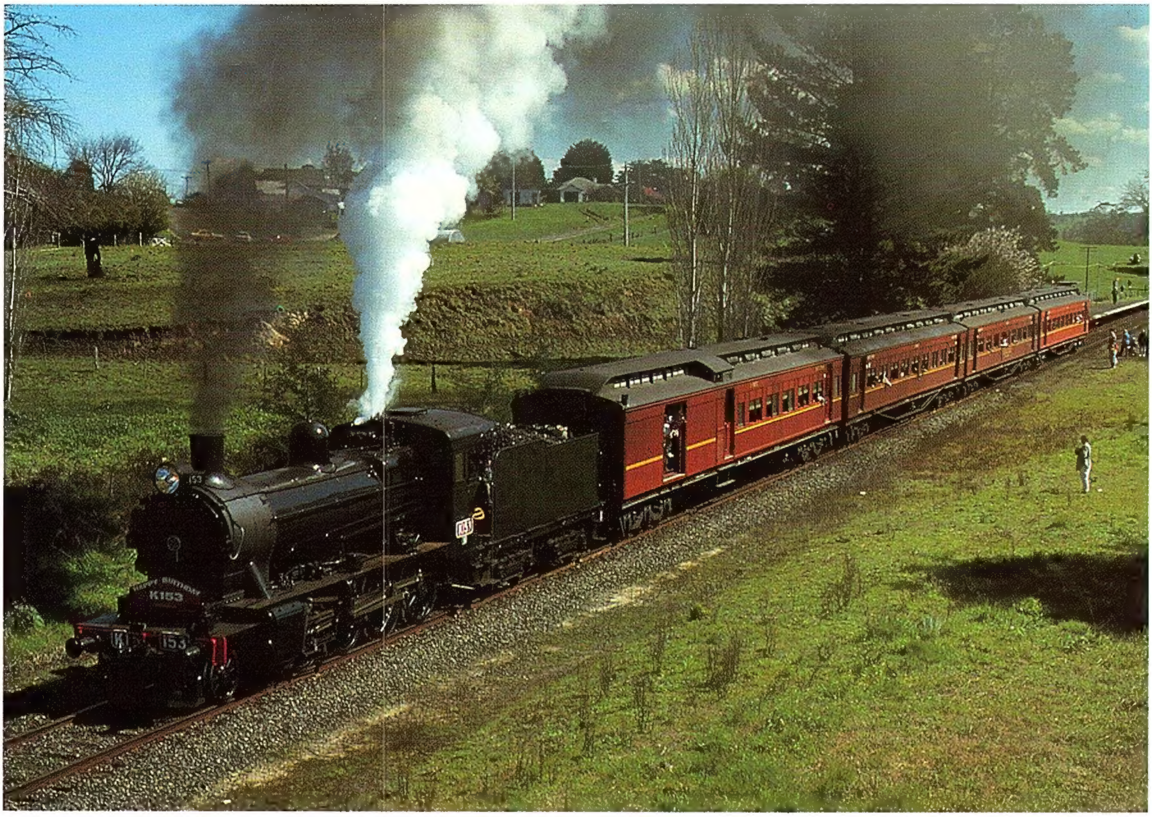
Miniature steam rides: Fourth Sunday of month – February to November.

Champion Road, North Williamstown

K153 at Loch during a rail tour to Leongatha on Sun.9.9.90. (Bryce Leydon)



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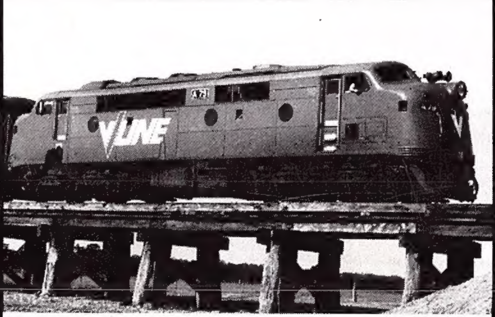

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